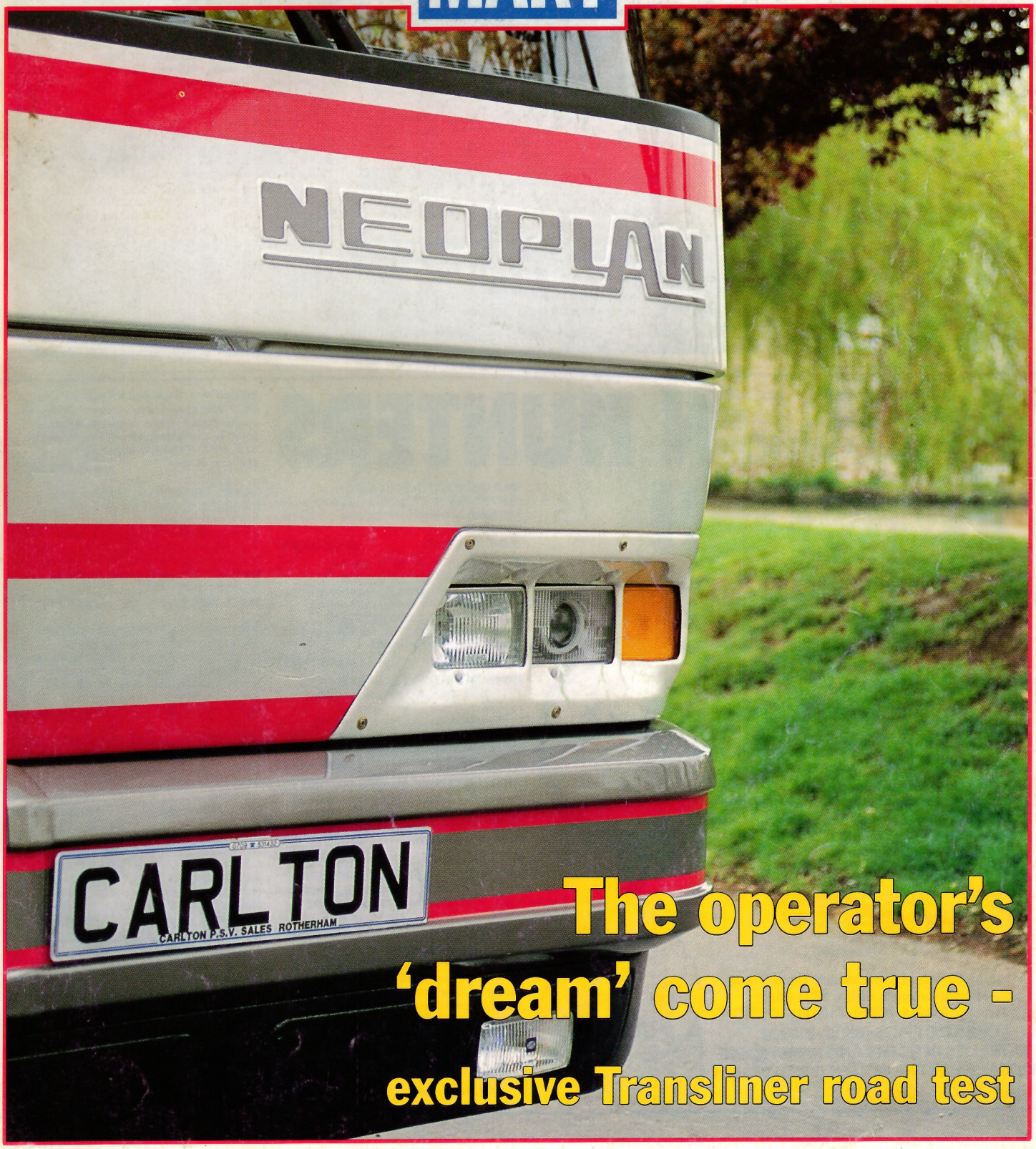
COACH MART

The weekly for the coach industry

Issue 638 £1

May 9th, 1991



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NEW NEOPLAN SKYLINER, Mercedes V8 Twin Turbo, ZF 7 speed gearbox, 77 reclining seats, toilet washroom, kitchen, twin water boilers, Webasto, curtains, ABS, radio PA stereo, lift/lower suspension, air brake dryer, wired for TV/video, courier seat, tinted windows.

NEOPLAN

1988 Neoplan Skyliner, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. MoT 03.01.92.

1987 Neoplan Skyliner, 77/75 seats, Gardner engine, ZF automatic gearbox, radio/PA/cassette, toilet, fridge, drinks, choice of 2.

1987 Neoplan Jetliner (Scania), 44 recliners, 10 speed gearbox, toilet, washroom, drinks machine, servery, rollo blinds, conti door, driver's bunk, MoT 13.05.91.

1986 Neoplan Skyliner, 73/77 seats, Gardner engine, ZF automatic gearbox, radio/PA/cassette, toilet, fridge, drinks, choice of 3.

1983/4 Neoplan Skyliner, 71-75 seats, Mercedes V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9018 to 9023 and 0041.

1982 Neoplan Jetliner (Mercedes), 49 recliners, N/S plug door, 6 speed ZF, toilet, washroom, drinks machine, fridge, continental door, rollo blinds, driver's bunk, courier seat, MoT 13.05.91. Stock No. R028.

1982 Neoplan Skyliner (with cherished plates), recently remoquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. MoT 11.03.92.

VOLVO

1987 VOLVO B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.01.92. Stock No.1050.
1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91.
1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moq, MoT 27.01.92.
1973 VOLVO B58, 11 metre, 53 (remoquetted)seats, X'Press doors, side lockers, MoT 03.10.91.

SCANIA

1986 Scania K112 Plaxton 3500, 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette, MoT 01.03.92. Stock Number 1063.
1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91.
1985 Scania Jonckheere P50, 10 speed gearbox, 49 recliners, power door, O/S centre sunken toilet, washroom, O/S continental door, double glazed, drinks, fridge, MoT March 1992. Stock No.R045.

BEDFORD

1980 Bedford PJK, 29 seat, Duple Dom, MoT 16.09.91.
1979 Bedford YMT, 53 seater Plaxton, red/cream exterior, red moquette. Stock No.M9036.
1977 Bedford YRQ, 41 seater Plaxton, X/Press doors, private plates. Stock Number 1053.
1975 Bedford YRQ Plaxton, 45 seats, power door, side lockers, private plates, MoT 17.09.91.

LEYLAND

1982 Leyland Leopard, 12 metre Dominant, 51 reclining seats, 6 speed ZF gearbox, double glazed, Telma, radio/PA, Bristol dome, MoT 21.01.92. Stock No.9033.
1982 Leyland Leopard, 12 metre Plaxton, 49 seats, semi-auto gearbox, toilet, coffee machine, side lockers, MoT 16.08.91. Stock No.0010.
1981 Leyland Leopard Duple Dominant, 53 seats, 6 speed ZF g/box, red moq, livery white, MoT 23.08.91.
1981 Leyland, 11 metre Plaxton, 53 seats (remoquetted), 6 speed ZF gearbox, X'Press, side lockers, grey/red moquette, MoT 30.08.91.
1981 Leyland, 12 metre Plaxton, 49 recliners, 6 speed ZF gearbox, cream exterior, autumn tint moquette. Choice of 2. MoTs 29.08.91 and 25.10.91.
1980 Leyland Leopard, 12 metre Plaxton, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No.9009.

AEC

1977 AEC Plaxton Express, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No.0006.
1973 AEC, 12 metre Plaxton, 57 remoquetted seats, ZF g/b, blue curtains, Mk IV front, p/pl, MoT 10.11.91.

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DAF 1982 (OCT) DKTL PLAXTON SUPREME 12M, 57 str., red moquette, power entrance door, tinted side windows, curtains, white/brown.
M.O.T. OCT 1991 **£25,000 NETT**

SCANIA 1984 K112 JONCKHEERE JUBILEE P599 12M, 49 recliners, fawn/orange moquette, power entrance door, courier seat, berth, centre toilet, fridge, continental door, double glazed side windows, drinks machine, TELMA retarder, wired for TV/video, all white.
M.O.T. DEC 1991 **£45,000 NETT**

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49 recliners, grey/blue moquette, centre sunken toilet with continental door, tinted double glazing, curtains, courier seat, power entrance door, coffee machine, white/orange/yellow.
M.O.T. DEC 1991 **£50,000 NETT**

BOVA 1983 EUROPA II INTEGRAL 12M, 49 str., red moquette, (44 recliners + 5 fixed at rear), power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.
M.O.T. APR 1992 **£29,500 NETT**

LEYLAND 1987 TIGER 260 DUPLE 320 12M, 50 recliners, grey moquette, power door, toilet, servery, suspension raise system, all white.
M.O.T. FEB 1992 **£47,500 NETT**

LEYLAND 1982 (AUG) TIGER 245 PLAXTON VIEWMASTER 12M, semi-automatic gearbox, 49 recliners, red/orange moquette, courier seat, power entrance door, tinted side windows, curtains, o/s/r sunken toilet, continental door, water boiler, fridge, wiring for T.V./video, grey/duo green.
M.O.T. MAR 1992 **£29,500 NETT**

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette trim, white + yellow/orange stripes.
M.O.T. FEB 1992 **£65,000 NETT**

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired - boxed for T.V./video, silver/blue.
M.O.T. JULY 1991 **£47,500 NETT**

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door wired for TV/video, cream/duo blue.
M.O.T. FEB 1992 **£57,500 NETT**

DAF 1984 DKFL CAETANO ALGARVE 12M, fitted 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V./video, carpet, water boiler, duo red/white.
M.O.T. JUNE 1992 **£37,500 NETT**

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEB 1992 **£42,500 NETT**

TRADE DESCRIPTIONS ACT;
In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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CONTENTS

COACH MART
Issue 638 £1 May 9, 1991

5 News: Pensioners claim they were 'swindled' by tour company; MPs criticise bus company sales - page 6; Cleveland Transit's new coach plans - page 7; Theobalds' collapse blamed on old vehicles - page 9; Lowland buys Ian Glass.

12 Fleet Update: Clarendon Coaches aims at VIP market; Heathrow joins the Winchester 'club'; more orders for PMT Engineering; Collins chooses Toyotas.

Lowland Scottish gets bigger – page 10

14 Mealstop: A boy follows in the footsteps of his bus executive father; an operator brings in an unusual driving competition; Ensign boss, Leon Daniels, emulates Brian Souter.

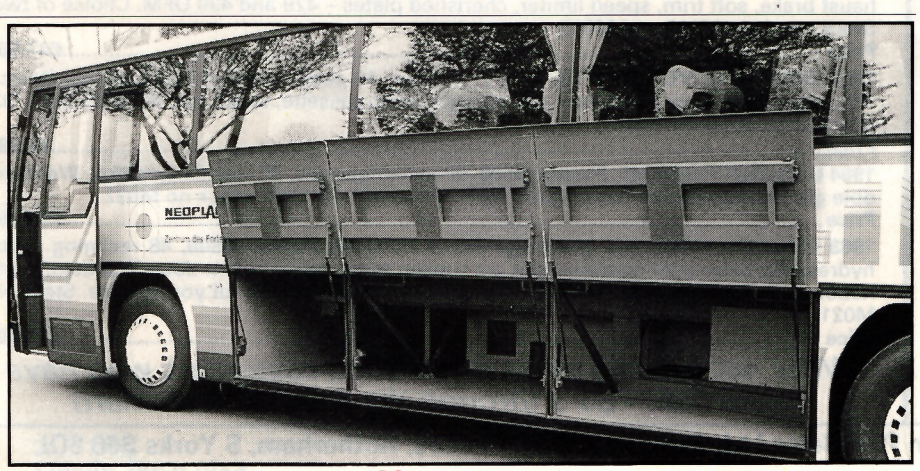
15 Letters: Operators are again urged to change the proper rate for work; reader says *Coachmart* article on Fords was too hard; a company asks for help; and loooking back again in Nostalgia Corner.

17 Question Mart: Marksman is back with some more answers to your questions which this week include queries on drivers' pay; school contracts; and foreign bookings.

19 COVER Road Test: Mike Morgan puts the Neoplan economy Transliner through its paces to see how it meets the needs of a very competitive market in another of his thorough test runs.

25 Licensing & Legal: Crown court judge clears Gordon Woods of tachograph offences; a coach driver failed to stop after accident; Morris Travel of Pencoed receives some good news; Cabs Padarn gets new licence.

29 Coach Tours & Excursions: Four pages of all the latest tourism information to help your company's activities.



The Transliner – page 19

COMMENT

COACHMART readers may be forgiven for having mixed feelings on hearing that the Historic Towns Working Group has called for better coach parking facilities.

The basic message - that good parking facilities bring in visitors and cut congestion - is one which we would all endorse. Coach tourism brings in millions of pounds in revenue for historic towns and deserves better treatment than it currently gets in many locations.

However, the chair of the HTWG, Viscountess Cobham, urges closer working relationships between coach operators, attractions and local authorities to help solve traffic difficulties.

Many operators feel, quite rightly, that they have been treated shoddily by attractions and local authorities. They face the stigma of the down-market image of coach parties and deep prejudice against their vehicles from townspeople - often the same people who take a coach holiday elsewhere.

The result is coach operators who have voted with their wheels - ditching some venues in favour of more coach-friendly attractions. The historic towns have been among the losers while theme parks and the like have won the coach excursion crowds.

The HTWG appears to want to pass at least part of the buck back to operators. The provision of good and sensible coach parking is entirely the responsibility of attractions and local authorities.

If they decide to charge for the privilege, that is up to them. But historic towns in particular must perceive coach parking as providing much more than a few quid in parking charges.

Historic attractions must begin to take a long-term view of coach parking as reducing congestion, reducing pollution and increasing awareness of Britain's heritage.

And when they have made town centre space and the funds available for coach parks, they will get all the help they need from operators.

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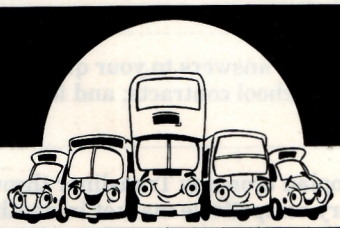

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MCW

1986 MCW CUMMINS L10 Engine. 4-speed full automatic Voith gearbox, 79 recliners, nearside front power door, toilet, orange curtains, luggage pen, seat back pockets, full soft trim, MoT 19.09.91, resprayed all white.
Price £21,000

NEOPLAN

1984 NEOPLAN SKYLINER, 75/77 recliners, DAF 11.6 turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, curtains, choice of two, MoT's 22.11.91 and 15.01.92, stock numbers M110 and M111.
Price £39,500

JUST A FEW EXAMPLES

1988 DENNIS JAVELIN 11 metre Duple 320, 53 seater, power door, tinted windows, exhaust brake, soft trim, speed limiter, cherished plates – 429 and 430 UFM. Choice of two. Stock numbers M018 and M019.
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1987 FREIGHT ROVER SCOTTS, luxury minibus, 16 seats, reconditioned engine (March '90), new clutch, new tyres, new rear springs, radio/cassette, taxed Jan '92, MoT April '92, very clean,. Stock No M023.
Price £6,995

1984 LEYLAND TIGER 245, Plaxton 3500, 50 reclining seats, ZF manual gearbox, Webasto, dble glazing, Leyland re-con engine, April 1990, MoT 15/11/91, stock no M022.
Price £32,450

1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500, 48 reclining seats, hydracyclic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
Price £27,000

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■COACH

Pensioners 'swindled' by coach holiday firm

COACH holiday firm Torbay Riviera took over £48,000 from elderly and handicapped Londoners then went into liquidation.

Now a charity representing 330 pensioners from Hammersmith and Fulham is saying it was 'swindled' out of its money and holidays - in hotels which were never booked by Torbay Riviera - and is trying in desperation to raise enough cash for this year's summer break.

Administrator for Rampage Holiday Projects, Janet Graves, told *Coachmart:* 'We paid a £10,000 deposit to the Torquay-based company last December to secure 500 bookings at hotels we'd visited.

'The first we knew that things weren't right was when we phoned one of the hotels to ask what arrangments they could make for a care assistant. They told us they had no bookings for us.

'We were told lies for the next three months, when we parted with the rest of the £48,495,' said Janet Graves.

Director of parent company Overland Coaches, Bruce Tonks, was unavailable for comment when *Coachmart* phoned. He is no stranger to insolvency, having been heavily involved with Sunseeker - bought out when it went bust, only to go bust for a second time owing thousands.

Another director of Riviera, Brian Kenyon, has been advised by his solicitor not to talk to *Coachmart*.

It is understood that he has incurred a substantial financial loss as a result of his involvement with Riviera, and is attempting to salvage what he can of his his capital outlay.

■EMPLOYMENT

Durham drivers' jobs in danger

STRIKING Durham Buses drivers have been threatened with dismissal and their jobs advertised on a reduced flat-rate of pay.

Meanwhile local coach companies have been hired-in and other drivers in the Go-Ahead Northern group have come-out in sympathy.

Staff at Go-Ahead Northern's Durham Buses division are in dispute over a five percent pay offer (*Coachmart,* May 2, 1991).

They risk a pay-cut and loss of job if they refuse the company's latest offer.

Existing rates of pay are £4.67 per hour with overtime pay of £6.53. New staff will be recruited at £4.45 - sacked drivers can apply.

Kevin Lascelles, Durham Buses general manager, said: 'A week in this industry is a long time.We do not know how much business has been lost and when they get back to work we won't be able to pay as much.'

Durham Buses hired-in OK Motor Services to cover services on Derwentside, but intimidation from pickets at Consett and Stanley forced OK to come-off very quickly.

Nevertheless, OK together with A-line of Gateshead and Gardiner of Spennymoor, continues to operate a small proportion of Durham Buses work in Chester-le-street - including some British Coal contracts.

Drivers at GNT's Wearside and South Tyne divisions have joined the strike and an overtime ban is disrupting services in Gateshead.

Services running out of North Shields and the Voyager coach unit were working normally when *Coachmart* went to press.

■BUS

Palmer impressed by Plaxton development

BUS and Coach Council director general, Veronica Palmer, gave her vote to bus development work at Plaxton but issued a thumbs down to Government action in the war against congestion.

Mrs Palmer was seeing for herself the 'green' bus, The Verde, during a fact-finding tour of Plaxton's site with group chairman, David Matthews, and sales director, Clive Hodgson: 'The DiPTAC features on the Verde are becoming increasingly important to our customers,' she said. 'But no matter how much effort either manufacturers or operators put in, the year ahead will continue to be difficult as long as the industry doesn't have control over its tracks, unlike the railways or airlines.'

Veronica Palmer is shown round Plaxton by sales director, Clive Hodgson (centre), and group chairman, David Matthews.

■TOURISM

Operator hits out at ABTA

A MIDLANDS coach operator has hit out at ABTA over its handling of the ATI crash.

Leigh Robbins, managing director of Chatteris-based Enterprise Safety Coaches, claimed that his company alerted the tourist trade association last year that the company could be in financial trouble.

He told *Coachmart:* "We could see the danger and we told ABTA, but they chose to do nothing about it.

'ABTA could have investigated ATI and stopped it trading. If it had done so, a lot of people would have been saved considerable expense.

'It really annoys me that coach operators will be among those who will bear the brunt of the ATI crash in the form of increased insurance payments,' added Mr Robbins.

He revealed that Enterprise started chasing in September for £60,000 which it was owed for summer work.

It eventually got paid in December.

He said: 'If we had not recovered that money we would not have been here today. It just amazes me that ABTA did not heed the warning signs.'

■BUS

Stockport challenge

A NEW bus company could be set up in Stockport to rival GM Buses and Beeline.

Around 18 new jobs could be created if the plans get the go-ahead from councillors. The application is made by Julian Peddle, who runs services in Uttoxeter.

BRIEFS

● **KENTISH Bus & Coach has blamed budget cost increases and fewer people using its services for a rise in fares.**

All single and day return fares went up by varying amounts- depending on the profit performance on each route.

KB&C general manager, Brian Hirst, said that the company would review matters again later in the year.

He added: 'We are trying to avoid service reductions if at all possible.'

● A PEACE formula is to be put to Cityline bus drivers this week in a bid to avert a one-day strike on May 10.

More than 780 drivers in Bristol will consider the 7.8 percent pay offer before deciding on a series of strikes *(Coachmart,* April 25).

● **THE Chartered Institute of Management Accountants(CIMA) has revised its publication,'Accounting in the Passenger Service Vehicle Industry'.**

It is one in a series of nine currently under review detailing specific industries.

With competition rife in the industry, it stresses the need to create a sound financial base and accounting system.

A copy - costing £7.95 - can be obtained from the Publications Department at CIMA, 63 Portland Place, London, W1N 4AB.

● BRIGHTON BUSES' new timetable brings service improvements and the return of open-top seafront service 17.

Evening and Sunday links to Brighton Marina are introduced on route 44A; the 47 bus to Rottingdean and Saltdean now goes past the Royal Sussex County Hospital and American Express offices; Sunday service 27 to Saltdean is increased to 30 min frequency.

■DEREGULATION

MPs blast bus company sales

THE sale of the state-owned National bus companies has been criticised in a report by the House of Commons public accounts committee.

It says that many companies were sold too cheaply and that the 'taxpayers' interest was not protected with regard to property.'

It reported that taxpayers have benefitted from the sale of only 18 sites out of the 1,500 properties put on the market by the new owners after the £324 million privatisation.

A loophole in an agreement imposed by Nicholas Ridley when he was transport secretary exempted the working facilities, such as bus stations, from arrangements to ensure that the new owners did not make excessive profits by selling off the State's former assets.

The MPs conclude: 'On the basis of this evidence we consider more should have been done to identify operational and other properties that had an alternative use and put a realistic valuation on it. With such information the department would been well placed to judge whether any negative effect which a clawback provision may have had on the price was likely to be outweighed by further receipts in due course.

'For the future we expect those selling property owned by the taxpayer to be able to procede in this way.'

The report attacks the government for not carrying out detailed company valuations and not encouraging enough competition for services and sales. It also criticises management consultants, Price Waterhouse, for failing to give the best advice to get the best price for some of the companies.

One company, Midland Red (West) was bought by management at half the book price of its assets and future profits forecast at £300,000 a year. It, in fact, made £1 million a year.

■TOURISM

Call for action on parking

A TOURISM report presented to Secretary of State for Industry, the Rt Hon Michael Howard, MP, calls for action over coach parking.

The chair of the Historic Towns Working Group, Viscountess Cobham, praised the Bus and Coach Council's efforts to get coach recognition and reduce congestion but said more action was needed.

'However vigorously organisations such as the BCC pursue co-operative measures, they alone will not solve problems of congestion.' said Lady Cobham.

A fifth of all visitors to historic towns and seven percent of day trippers arrive by coach, says the report 'Maintaining the Balance.' The resultant tourism boosts not only local economies but local arts amenities to the benefit of local people.

The working party calls for better coach parking with toilets, security, driver rest rooms and visitor information. Park and ride schemes should be introduced to major tourist towns, and consistent, clear signposting be provided to speed traffic.

The report says the Department of Transport 'should, as a priority, be encouraged to pursue initiatives already in progress for resolving problems of coach parking in London.' It dismisses the suggestion that coaches are the cause of congestion in tourist towns and cities.

■BUS

Grampian turns to midi-buses

GRAMPIAN Transport is replacing double-deckers with 23-seat midi-buses on increased frequency in an attempt to halt the decline in passenger numbers on its inner-suburban circular service.

'It is too early to judge the response, but we are already seeing an increase in revenue after only one week of operation,' says Grampian managing director, Moir Lockhead.

Grampian: already seeing an increase in revenue.

He said the conversion to small buses has also improved reliability.

■COACH

Croftgate's a winner

Travellers: helped at British Coach Rally.

THE 1991 British Coach Rally winning Setra of Travellers impressed the judges in the concours d'elegance thanks to elbow-grease and Lacro polish and glass-cleaner supplied by Croftgate Car and Leathercare of Haslingden, Lancashire.

Croftgate has come to the rescue of operators wishing to keep a rally gloss on all vehicles 365 days of the year.

Managing director, Eric Isherwood, told *Coachmart* that a new wax/wash system developed and approved for aircraft use will be of great benefit in combating the combined effects of road film and brush washing.

■BUYOUT

Cleveland Transit boss reveals big coach plans

AS Cleveland Transit was finally sold to its management and 360 strong workforce, managing director, Malcolm Howitt, spoke of his plans for the future and revealed the company is to expand its coaching division.

He said: 'We have developed our excursion programme this year and it is an area which we are looking to expand.'

The company currently runs 12 coaches - on express services, excursions and private hire work - in its fleet of 150 vehicles. Despite reporting a net loss of £484,000 on a turnover of £8.2million for the year ended October 1989, significant restructuring and the closure of the Middlesbrough depot are believed to have brought the company's fortunes round.

Established as a provider of public transport in Cleveland since before the turn of the century, it has undergone a series of changes since it was formed and following local government re-organisation in 1974 it was run by a joint committee of Langbaurgh, Middlesbrough and Stockton councils.

Five years ago it was launched in its present form and took over bus and coach operations from the Joint Transport Committee.

Mr Howitt said: 'We are delighted to be one of just two bus companies in the north east to have taken up the employee/buy-out option. The project shows our commitment to delivering a reliable and quality service to our local community.'

Funding for the buy-out was received from the Co-op and Unity Trust banks.

■LICENSING

Plans to change licence charges

PSV and HGV driving licence fees will become the same if a consultation document becomes law.

Provisional PSV licences will go up a staggering £16, from £5 to £21. But the sting will be taken away by a FREE first full licence, eliminating the current £22.50 fee.

Licence renewals will also change. The standard renewal fee, for lorries and PSVs, will be £21 - an increase of £11 for lorry drivers but £1.50 cheaper than the current PSV charge. All drivers over 70 will pay a new £6 renewal fee on passing tests.

The first major initiative by the newly-appointed PSV and HGV licensing authority, DVLA in Swansea, is expected to be in force by February 1992. DVLA already operates the new EC required single driving licence.

Objections should be sent to Clive Davies at the DVLA Business Development Branch, Swansea SA6 7JL.

■TOURISM

R & I Coaches goes to the rescue of British Airways

R & I Coaches: co-ordinated 25 companies in the operation.

LONDON operator, R & I Coaches, came to the rescue of British Airways when it co-ordinated the movement of nearly 17,400 prizewinning passengers from Heathrow Airport to two dropping off points in the centre of the capital.

The airline had organised the massive promotion to encourage passengers to take to the air again following the Gulf War and enlisted the help of R & I and fellow members of the London Tourist Coach Operators Association.

R & I managing director, Ian Haddon, wrote to members of the association and every company agreed to supply coaches and drivers for the tourism campaign.

Mr Haddon said: 'My immediate response was to give them my time and that of my entire fleet of 80 coaches and drivers.

'However, when I realised that at peak times a coach would be leaving Heathrow for central London every two and a half minutes, I knew I would need help from London's other leading operators and they responded absolutely magnificently.

'Twenty five companies were involved in 269 movements.

'It was a great day- it's not often that London coach operators pull their fingers out,' added Mr Haddon.

■BRIEFS

● GREATER Manchester Buses is launching 1,000 'green' balloons at the start of an environmental campaign.

From May 11 to 18, 'clean and green' buses from GMB will be touring local towns and communties explaining how buses can solve traffic problems and reduce pollution.

A children's painting competition asks them to design an advertisement, which will eventually be copied on to the side of a bus.

GMB is pointing out that buses have a better safety record than any other form of road transport and are easy and cheap to introduce as a method of solving congestion.

● NEWARK-based Fleur De Lys Automobiles is in Spain exhibiting its 1920s'-style vehicles at the Barcelona Show.

The company has already sold its Transit-based reproduction panel vans to six Spanish companies and is hoping the Barcelona Show will be a useful springboard for its courtesy buses.

● STAND space at the IRTE's annual Scottish show held in Edinburgh Exhibition and Trade Centre has all been sold.

Last year saw attendance at the IRTE Scottish National Lecture and Display double and this has brought in a number of new exhibitors.

Dates of the IRTE are September 27 and 28.

● THE LT Card - a new daily London Transport card - will become available from Sunday, May 12.

The card gives virtually unlimited bus, Underground and Docklands Light Railway travel without time restrictions.

Adult charges are £3.50 for zones 1 and 2, £4.50 for zones 1, 2, 3 and 4 and £5.50 for all six.

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■COACH

Old vehicles are blamed for Theobalds' collapse

COLLAPSED Suffolk coach firm, Theobalds, suffered from inheriting old vehicles and having no capital to replace them, a meeting of creditors heard last week.

The ageing fleet prevented the Long Melford company taking on any well-paid work and was eventually wound-up owing £135,000. The main creditor is Lloyds Bank, which is owed £101,000.

The meeting heard that the company's £187,000 depot was privately-owned by the three sister directors of the firm and was held by the bank in a separate arrangement against the Theobalds' overdraft.

A problem the company faced continually was the age and high cost of maintaining vehicles and having no capital to invest in replacements. In January last year there were serious cash-flow problems and it was decided to sell the firm as a going concern.

A number of deals fell through and Theobalds' plight was not helped when a rival firm began operating on the company's routes. It had deficits of £23,000, £56,000 and £105,000 over the last three years.

Following newspaper speculation after the crash, liquidator, John Horton said he wanted to clarify the recent sale of assets. Vehicles and routes had been independently valued and sold to Beeston Coaches of Hadleigh *(Coachmart,* April 25) for £20,000 and £3,000 respectively.

■CRIME

Police hunt thieves after coach theft

POLICE are on the look-out for cheeky thieves who stole a brand new midi-coach in broad daylight from an operator's garage in Barnsley last week.

The 16-seat Leyland DAF 400 Sherpa-worth £20,000- was stolen just days after being delivered to Yorkshire operator, Woods Coaches.

It had only been used on a couple of school runs ands had not even been painted in the company's livery.

Mavis Lee, secretary to proprietor,Ted Wood, told *Coachmart* that she saw a black car pull onto the forecourt and two men get out.

She said: 'At first I thought they were reps. Then one of them asked for the toilet while the other looked around the garage. When he came back, the other asked to use the toilet.

'After that my concentration was distracted and the next thing I remember seeing was the coach being driven off the forecourt. It certainly looked like a professional job to me and I believe it was stolen to order.'

The all white mini-coach, registration number H912 GNC, has a distinctive air vent unit coming out of the top of the vehicle.

Its chassis number is 873269 and anyone who is offered the vehicle, or recognises it, is asked to contact Barnsley police on 0226 206161.

■TAKEOVER

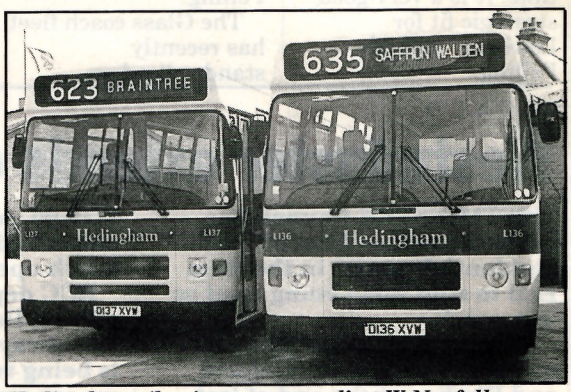
Hedingham steps in for W Norfolk

ONE of the country's oldest bus operators, W Norfolk and Sons, has been taken over by its local rivals.

Hedingham Omnibus Company, which was recently unsuccessful in its bid to take over Theobalds Coaches *(Coachmart,* April 25), has acquired the business assets of Norfolk - formed over 150 years ago in the era of horsedrawn transport.

All the bus operations - vehicles, routes, school runs and excursions - are now being run by the Sible Hedingham-based firm, which has several depots on the Suffolk-Essex border.

The deal includes Norfolk's two coaches, five double-deckers and seven single-deckers and adds to Hedingham's fleet, which includes 27 coaches.



Hedingham: 'business as usual' at W Norfolk.

Hedingham director, Donald McGregor, said: 'As far as the public is concerned it will be business as usual. We will not be changing the company's blue and white livery and the Norfolk staff has been retained.

'Norfolk filled a few gaps in our service area. Like them, we operate services for Suffolk and Essex County Council and also have routes in Colchester. It dovetailed well with our existing operations.'

■COACH

New Speedlink service is launched

A SECOND luxury Speedlink service has been launched between Heathrow and Stansted airports.

This follows the opening of Stansted's new international terminal and features six journeys each way every day.

The service was officially launched last week by Stansted's managing director, Eric Lomas, and Nigel Gray, managing director of Speedlink Airport Services.

The coaches feature reclining seats around tables, on-board toilets plus complimentary coffee and other hot drinks.

■TAKEOVER

Lowland buys Ian Glass

LOWLAND Omnibuses has expanded its coaching interests with the purchase of Ian Glass of Haddington, Lothian.

It has added the company's 40 vehicles to its fleet of 130 and taken on the 30 full-time staff.

Managing director, Douglas Pelling, who led Lowland to a management/employee buy-out last year, said: 'We see great potential for coaching in this area.

'Lowland has grown from just 19 coaches and the addition of the Glass business has come at just the right time. It is a very good strategic fit for Lowland,' said Mr Pelling.

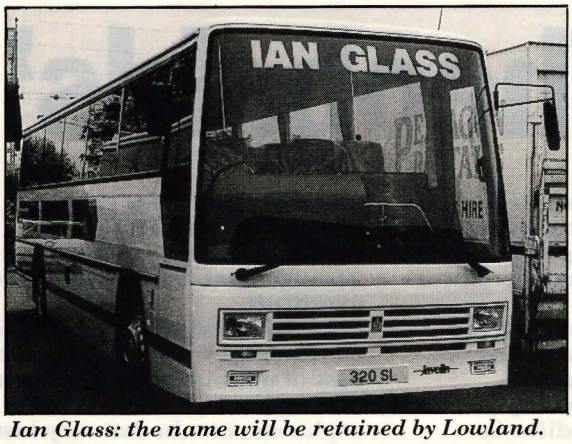
The deal also includes premises at Haddington, which gives the Galashiels-based company a site nearer to Edinburgh.

Ian Glass had built up his coaching business in East Lothian over a number of years with a mix of local service work, which has grown since deregulation, and frequent services into Edinburgh.

Lowland will retain the Glass name and market the coach fleet as Ian Glass Coaches. 'There is considerable goodwill attached to the name and this will allow us to maximise potential,' said Mr Pelling.

The Glass coach fleet has recently standardised on Dennis Javelins, while the Lowland fleet was principally Leyland until five new Plaxton-bodied Scania K113s were delivered to coincide with the sale of Lowland.

Three of the Scanias were for Lowland's Citylink work, which ceased abruptly last month, and Pelling said that had prevented a possible vehicle shortage. 'We were going to be short of coaches for the summer, but the Scanias have solved the problem,' said Mr Pelling.



Ian Glass: the name will be retained by Lowland.

■SALES

Thames Transit orders new Volvos

HARRY Blundred's Thames Transit Bus Company has ordered £0.5 million worth of coaches for its growing Oxford Tube service to London.

The company has ordered five Ikarus-bodied 49-seat Volvo B10Ms and increased the frequency of its seven-days-a-week service to every 20 minutes.

The vehicles are to be introduced in May and will replace some 1984 vintage Leyland Tigers.

Transit's managing director, Janet Blundred, said that the addition of the Volvos would reduce the average age of the Tube coaches to less than two years.

Although predominantly a bus operator, Transit runs 15 coaches on the 'Tube' and offers a daily service from Oxford to London, via Wallingford, Henley, Maidenhead and Heathrow.

As well as earlier and later departures, the fare to Heathrow has been reduced from £6.50 to £6 a day return, while 50p has been chopped off fares between Oxford and Heathrow.

■COACH

Westminster extends coach ban

WESTMINSTER Council has banned coaches from 90 more residential streets in the West End to stop them being used as 'rat runs'.

It stopped coaches using 80 streets in Belgravia, Victoria and Pimlico at the end of last month, and is to bring in its latest ban next week on coaches using the Hyde Park 'estate' to 'alleviate the misery of residents.'

It takes in roads between Oxford Street and Marylebone Road, around Bryanston Square and Montagu Square and north of Bayswater Road.

The areas are said to be the two worst affected by coaches in central London. Residents have been issued with 'coach check' cards for them to send to the Bus & Coach Council. It has agreed to take complaints with operators.

The move, which will cost £110,00, comes after consultation with residents and coach operators.

BCC deputy director of public affairs, David Watson, said: 'We are always alarmed when access is being reduced to coaches, but we are aware that some roads are unsuitable for coaches and these restrictions fall into that category.'

Westminster Council's planning committee chairman and leader elect, David Weeks, denied that his council was trying to drive coaches out of the capital, but said that it insisted that coaches began to adopt a more responsible attitude.

More than 300 commuter coaches come into central London every day and under the new ban, coaches will only be allowed to enter the streets to pick up or set down at hotels or get to garage facilities.

■TRAFFIC

Traffic increase in Scotland

TRAFFIC in Scotland is growing faster on inter-city and country roads than in the cities and towns, according to information contained in a Scottish Office report.

'Scottish Transport Statistics 1989' shows that traffic on major roads north of the border has risen by 25 percent since 1985, almost 50 percent on motorways, and 26 percent in non-built-up areas. Traffic on major roads in urban built-up areas rose by just 11 percent.

The average age of public transport vehicles increased from 5.5 years-old in 1982 to 7.1 years-old last year.

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Midi-coaches head for Merseyside and Scotland

TWO Made To Measure midi-coaches have been delivered to Woods Coaches of Tillicountry, Scotland, and Wirral, Merseyside, based A-2-B Travel.

Woods took a 24-seat vehicle based on the Mercedes Benz 609D and fitted with high back Capri seats. The interior includes a full length luggage rack with driver's locker, electric intake/extract unit, saloon heater, Blaupunkt stereo and tinted windows.

The A-2-B 16 seat midi is based on a Mercedes-Benz 408D diesel engine. It is fitted with high-back moquette seats and the specification includes full soft trim interior, lift-up roof vent and Blaupunkt stereo/cassette. It is being used on private hire work and joins A-2-B's fleet of M-2-M conversions.

Above: A-2-B's 16-seater. Far left: Woods' 24-seater. Both from Made To Measure.

New Optimo 11 for Londoners

PECKHAM-based Londoners has taken delivery of a new Caetano Optimo II luxury 18-seat touring mini-coach.

The vehicle is mounted on a Toyota Coaster chassis and bristles with Gl, specifications-full moquette seating, power plug door, bonded tinted windows with full draw curtains, full soft trim with centre-gangway carpet and large boot area. It is also fitted with Blaupunkt radio/pa cassette equipment.

Clarendon Coaches is on route to the VIP market

JERSEY-based Clarendon Coaches is aiming for the VIP market following its purchase of a new Elme 'Galaxy' luxury coach based on the Leyland Bus/Volvo Swift chassis.

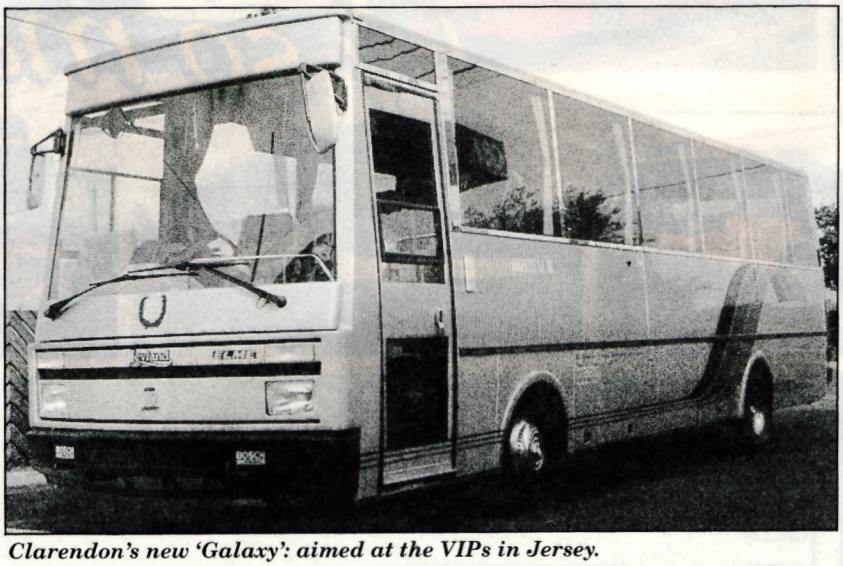
Its body is to a very high specification and can seat 34 passengers and courier. It has leather-trimmed reclining seats in blue. The exterior is finished in a metallic silver with blue livery lines and the Jersey crest on the front.

The company intends to target French clients visiting the sunshine holiday island and people taking excursions to Paris.

Initial reactions to the vehicle are described as being very encouraging.

It was supplied by Avondale International, which is based in Lytham St Annes, near Preston, Lancashire.

The company carried out a lot of the finishing at its workshop near Preston.



Clarendon's new 'Galaxy': aimed at the VIPs in Jersey.

You've been buying...You've been buying...You've been buying...You've been buying...

Collins Mini Coaches goes for Toyota

ERRINGTONS of Evington, Leicester, has supplied a new Toyota Optimo II to Collins Mini Coaches, of Branston, Burton-on-Trent.

It is a GL model and boasts 21 seats. The exterior is finished in white with three stripes in burgundy, orange and amber.

Additional extras include a hot and cold drinks machine.

The vehicle is being used on private hire, including tours, airport trips, weddings, social functions and business purposes.

It was bought to replace a 1989 Renault Master 14-seater.

Right: Optimo 11 is being used for private hire.

Heathrow joins the Winchester 'club'

HEATHROW VIP passengers and air crew will now be transferred between airports in a deluxe 37-seat Winchester coach.

The vehicle (pictured left), on a Leyland LWB Swift chassis, has been supplied to the British Airports Authority by Wadham Stringer Coachbuilders of Waterlooville, Hants.

Two more orders for PMT

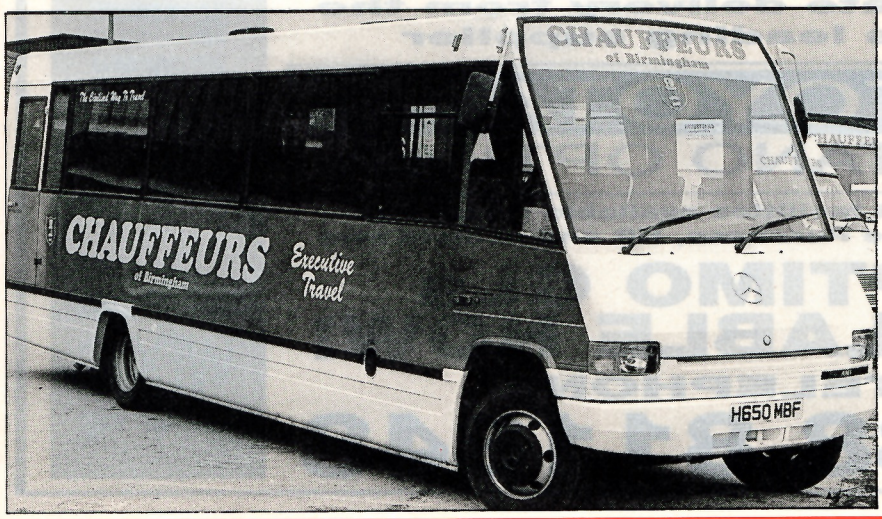
STOKE-on-TRENT-based PMT Engineering has delivered vehicles to Warwickshire County Council and Birmingham-based, Chauffeurs.

The council has taken a Bursley-bodied 811 minibus which has been adapted to act as a mobile Job Centre.

The specifications include facilities to allow presentations and it also has an on-board generator so that it can be electrically self-sufficient.

Chauffeurs has added an AMI mini-coach to its fleet of executive travel vehicles.

It is equipped with a toilet and forced air ventilation.



Top: Warwickshire County Council's adapted minibus which is now being used to help people get jobs.

Left: Chauffeurs' new addition to its executive range.

Two Darts for Red Bus

RED BUS (North Devon) - part of Cawlett Holdings Group which includes Southern National - has some new additions to its fleet.

It has taken delivery of two new Carlyle Darts to be used on a Devon County Council-supported route along the North Devon coast between Barnstaple, Croyd and Woolacombe.

The vehicles are based on the 10-metre Dart chassis and have a capacity of 40 seats, 20 standees and a luggage pen.

Like father, like son

YOUNG David Fowles is heading down the same road as his bus executive father, Bev.

At the age of just 14, he has passed the tough Certificate of Professional Competence in bus and coach operations - the industry standard necessary for anyone considering a career in public transport management.

And now he has his sights set on the international version of the exam which he passed with flying colours after an intensive course at Port Talbot-based Skillplace Training.

David's father, Bev, is managing director at United Welsh and Brewers of Maesteg.

He told *Coachmart:* 'I would not be unhappy if David went into a career in the bus industry, but if he does I am sure he will make his own way there without any help from me.'

David Fowles is presented with his certificate by Brian Evans of Skillplace. Looking on is father, Bev.

● **LEON Daniels, managing director of Ensign, not only has his finger on the pulse- he also has his hands on the wheel and his feet on the pedals.**

Obviously trying to emulate everyone's business hero, Brian Souter, he has been hacking around Stevenage in a bus: 'I like to remind myself of what I'm giving my guys to do,' he said.

● IN these days of high fuel prices some coach operators have been driven 'quackers' trying to restrain drivers with heavy right feet.

Not content with the mandatory speedlimiter, Graham Harris of Bromsgrove has slapped a 100 kph limit on his six Harris Super Coaches. Enforcement of the rule is somewhat unusual. Mr Harris has rejected the heavy handed approach and formed an elite club for drivers.

The award for driving at low speed is a low flying duck. Yes, next time you see a Harris Super Coach look for the duck on the driver's lapel.

So far, four Harris drivers, including Mr Harris' sons, Stephen and Jonathan, have gained their wings. There's no grouse from the workers because the benefits are recorded at the fuel pump. Fuel consumption has dropped by over 10 percent.

However, there is no truth in the rumour that there are three flying Neoplans on the Harris family's living-room wall.

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COACH SALES
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Don't complain... charge the proper rate for jobs!

From Roger Elsmere

SIR

I was amazed to read letters from the Midland coach operators complaining about rogue tour operators *(Coachmart,* April 18).

Even if the tour operator had stuck to his original eight-day tour price of £1,300, it is far too low. The fact that it turned into a 10-day trip with something in the region of 1,300 miles, the price is ludicrous, and my personal feelings are, more fool the operator to undertake the journey in the first place.

A quick check against Marksman's price table for UK tours will suggest that it was under-priced by at least £500. Surely the demise of Thomas Gordon (reported in the same issue of *Coachmart)* should bring home to coach operators that it is senseless working for peanuts.

In Thomas Gordon's case, the 13 trips to Austria were no doubt accompanied by the tour operators' courier.

It is the tour operator that sets the itinerary and if they have a representative on board, and allow this to happen, surely the traffic commissioners should be prosecuting the tour operators for aiding and abetting coach operators to break the law.

I think a lot will be gained for our anonymous midlands operator to name the company he was working for. I feel a lot more can be gained by *Coachmart* obtaining some tour operators' itineraries and the amount of money being offered and publishing the rates.

Another very interesting list to read would be those coach operators which have gone into liquidation and who they have been working for.

However, in conclusion, I can only say to our anonymous midlands operator, that it is the tour operator who is making a 'monkey' out of him.

ROGER ELSMERE
MANAGING DIRECTOR
WOODS TRAVEL
BOGNOR REGIS

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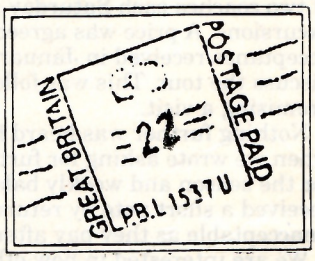

The editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Article was too hard on Fords

From E F Rainbow

SIR

I think you were being a bit derogatory about the Ford in your article 'Low on image- high on economy' *(Coachmart,* April 11).

As for cramming 53 seats in an 11-metre coach, everybody was doing it at the time, and now you can still buy an 11-metre Dennis Javelin with 53 seats in it.

If you had driven the underfloor engined Ford, you would find that there was a great difference. They have changed so much over the years. At least now they have got threepenny bit wheels, not square.

We operate 23 Ford coaches from 1977 up to 1984 and we can compete in the market place for contracts and private hire.

We have two very large operators near us and one of them has some brand new vehicles. Despite that, we sometimes find that we are more expensive than them on private hire.

If you wish to come and do an article on the last large Ford fleet in the country, you are very welcome to do so.

E F RAINBOW
PROPRIETOR
RAINBOW'S COACHES
THE GARAGE
WESTBURY
NORTHANTS
NN13 5JJ

More advice on continental work

From Tim Heaps

SIR

I have just read Marksman's 'Question Mart' *(Coachmart,* April 25) and in particular the first reply on providing contingency expenses for continental drivers.

There is a further option which many operators are not aware of, namely to engage the services of a professional tour manager/driver for their continental tours. Such a professional, whilst providing the highest standards of care to the passengers, can also provide finance to cover both routine and emergency expenses. This expenditure can then be invoiced to the operator on return from the tour together with the tour manager's daily rate.

I have worked on this basis myself over a number of years and found that many operators appreciate the flexibility this offers. Not only do they get the services of an experienced tour driver, committed to the highest standards, but there are substantial cash flow benefits as well.

TIM HEAPS (TOUR MANAGEMENT)
COMROSE
THE STREET
WENHASTON
HALESWORTH
SUFFOLK
IP19 9DP

Help wanted on pricing

From A Carrack

SIR

We were approached by a Southern-based holiday company, which we had never heard of, to supply a coach for a weekly tour to Cliftonville.

It was to run from May to September and involved the use of two coaches each Saturday and one away all week with excursions. A price was agreed by telephone and a letter of acceptance received in January with a promise of a visit to discuss the tour. This was followed by a telephone call again promising a visit.

Nothing further was heard from the company by April 19 when we wrote asking for further details of the tour, a deposit for the season and weekly balances before journeys. We received a short note by return stating our terms to be unacceptable as they pay after the journey.

We are interested in how other operators react in similar circumstances. Do they give £1,000-plus credit per week to a complete stranger and hope for the best, or do as we did and lose the work?

We cannot believe that operators, in the present economic climate and amid stories of travel companies going into receivership, are prepared to wait to be paid for work already done and which will have been paid by the passengers weeks before.

We look forward to hearing any comments.

A CARRACK
AJC COACHES
245 ELLAND ROAD
LEEDS

Nostalgia Corner

INTEGRAL coaches, although favoured by continental operators, are nothing new.

In the late 1940s and early 1950s, the bodybuilders, John C Beadle, of Dartford, Kent (later absorbed by the Rootes Group) built large numbers of integrals incorporating running units from pre-war buses, mainly Leylands and AECs.

Many double-decker components were used in 'new' single-deckers and vehicles of this type were operated by most BET companies and helped satisfy a demand for new vehicles in the post-war period. After their 'new' life of 10 years, or even less with BET companies, these rebuilds started to appear in the fleets of independents.

One company, Thornes Motor Services of Bubworth, Yorkshire, ran three ex-Maidstone and District examples between 1960 and 1971. Two were AECs,

including the NKT 948 (pictured above) and a Leyland OKP 980. They were used for a variety of work, including stage carriage and express services on hire to West Yorkshire Road Car Company.

Beadle's also made integral vehicles using new components from a number of manufacturers. Two Beadle Commers (ex-Smiths of Wigan) ran for Thornes between 1964 and 1967. However, these two, together with the two AECs befell a fate at the breaker's torch. However, the Leyland survived and restoration work is planned.

THIS WEEKS STAR BUY

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USED VEHICLE SELECTION

COMPETITIVE DEALS ALL YEAR ROUND

DAF

1988 (E) MB 230 – CAETANO ALGARVE, 53 recliners, courier seat, rear continental door, curtains, radio/PA/cassette.

1986 (C) SB2300 – LAG GALAXY, 53 recliners, courier seat, cont. door, Webasto, tinted windows.

1986 (D) SB 2300 – CAETANO ALGARVE, 49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.

1986 (C) BOVA FUTURA FHD, 49 recliners, toilet, cont. door, dble-glazed, boiler, bunk, radio/PA.

1985 (C) MB200 – CAETANO ALGARVE, 53 retrimmed recliners, plug door, Telma, cont. door.

1984 (A) MB200 DKFL – DUPLE LASER I, 57 seats, power door, side locker.

1984 (A) BOVA CALYPSO, 53 seats, power door, curtains, radio.

1983 (PP) MB200 DKTL – ALPHA, 53 seats, power door, tinted windows.

1983 BOVA EUROPA II, 47 recliners, toilet, Webasto, courier seat, boxed & wired for video.

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, 57 seats, power door, side locker, wheel trims.

1986 (C) YNV – PLAXTON PARAMOUNT 3200, 52 seats, power door, rear toilet, servery, side locker, radio/PA/cassette.

1985 (C) YNV – CAETANO ALGARVE, 53 recliners, continental door, side lockers, tinted windows, curtains.

1981 (W) YMT – DUPLE DOMINANT IV, 53 seats, power door, radio/PA.

VOLVO

1988 (E) B10M GL – CAETANO ALGARVE, 49/53 recliners, courier seat, double glazed, centre demountable toilet, continental door, radio/PA/cassette.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, semi automatic.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, radio.

MIDIBUS

1986 (D) MERCEDES 608D – MELFORD, 19 seats, forced air, curtains, boot.

1987 (E) IVECO 79.14 – CAETANO VIANA, 19 seats, manual door, top sliding windows, curtains, boot.

1985 (B) IVECO 60.10 – CAETANO BEJA, 18 seats, power doors.

1984 MERCEDES 608D – PLAXTON SUPREME. 19 seater, radio, P.A., cassette, 3 tables, curtains, side lockers.

LEYLAND/AEC

1987 (D) TIGER 260ZF – DUPLE 320, 48 recliners, rear toilet, servery, courier seat, radio/PA.

1983 (Y) TIGER 245 S/A – DOM IV EXP, 53 seats, power express doors, SBG front.

1983 (Y) TIGER 245 ZF – PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, rear sunken toilet, double glazed, berth, drinks machine, radio/PA.

1983 (Y) AEC 760 – PLAXTON SUPREME V, 45 recliners, Bristol Dome.

1982 (X) TIGER 218 S/A – VIEWMASTER, 49 recliners, double glazed, toilet, bunk, radio/PA.

1981 LEOPARD S/A – SUPREME IV. 50 seats, power door, tinted windows.

1981 (W) AEC 760 S/A – SUPREME IV, 53 seats, power door.

1979 (T) AEC 760 ZF – DOMINANT II, 53 seats, power door, side lockers.

MERCEDES/M.A.N.

1983 (PP) 0303 JONCKHEERE P50, 49 recliners, courier seat, centre toilet, continental door, double glazed, radio.

1982 M.A.N. VAN HOOL ACRON, 49 recliners, toilet, drinks machine, fridge, radio/PA.

1982 (PP) 0303 – JONCKHEERE BERMUDA, 49 recliners, power door, centre toilet, bunk, fridge, radio/PA.

Full list of vehicles available on request.

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The year quoted denotes the year of first registration not necessarily the year of manufacture.

Helping you to help yourselves

Marksman answers more of your questions in the third of a regular feature.

Q Are drivers entitled to double pay, or a day in lieu, when they work on a Bank Holiday?

A McN, Strathclyde

A DRIVERS' entitlement would be to whatever is specified in their contracts of employment. There is no overriding legislation creating any liability to pay extra, or give additional time off, for working on a Bank, or Public, holiday.

Q A LOCAL school is currently considering opting out of education authority control. At present I provide four coaches daily for home to school transport under contract to the education authority. Am I right in thinking that the school will make its own arrangements if it does opt out?

A C C, Northants

A YOUR implied fear for the future of these contracts is probably unwarranted.

Although schools which leave Local Education Authority (LEA) control to become what the legislation calls Grant Maintained (ie. funded from central government) are responsible for their own budgets, Department of Education & Science (DES) Circular 10/88 (Paragraph 64(c)) makes it clear that the LEA remains responsible for the transport of pupils as required by the Education Act 1944.

This is also stated in a DES booklet titled 'Grant Maintained Schools - Questions Parents Ask.'

Whilst your contracts for the transport of pupils eligible for free transport under the 1944 Act appears safe, one consequence of opting out may be that parents will exercise choice and send pupils to this school rather than one nearer their homes.

This might create commercial opportunities for school bussing - but it is unlikely that the LEA will meet any part of these costs (even though 'parental choice pupils' may travel further than 'education act eligibles').

The duty of the LEA is to provide transport for pupils who have to travel more than prescribed distances, not for those who do so by choice.

Q A, Questions on any aspect of coach operation that is giving you problems should be sent to: Marksman, c/o Coachmart, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.

Schools: how will operators be affected by their opting out of education authority control?

Q CAN you please explain what a deminimis contract is?

C N C, South Yorkshire

A BEFORE deregulation, there was a hint of some operators receiving hidden subsidies.

As a result, the Transport Act of 1985 requires that, generally, all contracts to run bus services are put out to tender.

Apart from a provision for emergency tenders, the only exception is the 'deminimis' arrangement.

This is where a tendering authority can reach agreement with an operator to subsidise a service without it being put out to tender.

To avoid any abuse, regulations limit the amounts involved to £8,000 per annum for any one agreement and with an overall maximum of £40,000 per annum paid by a tendering authority to any operator.

A deminimis agreement can only last for a maximum of five years.

In application, a tendering authority could make an approach to an operator to do a small contract without it being offered by tender.

It can also work the other way.

An example of this is where an operator may make a socially helpful, but unprofitable, extension to a commercial route and seek a deminimis arrangement to cover the additional mileage.

I hope this clears up any queries you - and other operators - have had.

Q I HAVE been operating for three years and just secured a booking to take a party to Germany.

Can you advise me what documents I need to take with me?

I L K, Hants

A YOU have me slightly worried.

If you are that unaware of EC requirements, I wonder how you priced this hire!

However, to answer your question: your driver must have a full passport, a letter from you authorising him to drive your vehicle in the countries which he will visit, and his tachograph charts for the current week and the last day of the previous week on which he drove.

He would be well advised to carry his driving licence too. In relation to the vehicle, he must carry the original (not a photocopy) of the registration document; a properly completed EC way-bill and also an EC Model Control Document (this latter explains in several languages the waybill requirements). Books of waybills (£10.11 inc VAT) and Model Control Documents (£4.30, no VAT) can be purchased from the Bus & Coach Council.

Details of insurance should also be carried (preferably a 'Green Card'), together with a blank European accident statement form.

It is also strongly recommended that your driver has an E111 medical form to entitle him to get medical services up to the level of provision of Member States. Although it is not a document most continental countries - and certainly France and Germany - require, a warning triangle to be carried.

Marksman will bring you more advice in future issues of Coachmart.

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1989 (G) TOYOTA CAETANO OPTIMO, 21 moquette seats, radio/cassette, table, power door, many extras, annual August '91.

EX DEMOS
DAF 400 16-SEATER
MERC 410D 15-SEATER

TALBOT 1000, 12-seater minibus, seats covered in moquette, plywood floor covered in lino, full soft trim, saloon heater, lights, COF .....**Diesel £9,950**

NISSAN URVAN, 12-seater minibus, seats covered in moquette, plywood floor covered in lino, full soft trim to saloon, interior lights, COF **£10,750**

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1989 (F) MAZDA 2200, diesel, 14 seats, red with grey interior.

1986 (D) FREIGHT ROVER SHERPA, 16 + 5 standees, moquette bus seats, power door, diesel, annual 1 year.

1984 (B) FORD TRANSIT, diesel, overdrive, 16 moquette seats.

NEW IVECO 4510, high tube 18-seater, high back Capri seats covered in moquette, tinted windows in metal frames, full length plywood floor covered in lino, full soft carpet trim, luggage racks, quad vent, stereo/cassette, 4 speakers, body skirts, COF **£24,950**

1988 (E) TALBOT EXPRESS 1500, petrol, 14 high back moquette seats, white exterior, blue interior, annual 1 year.

1982 (X) MERCEDES 609, tail lift, 12 seats, MoT April 1991.

1973 (V) IVECO, petrol, 17 moquette seats, white exterior, MoT 1 year.

1986 (D) FORD TRANSIT, Sweet Sixteen, 2.5 diesel, 16 hi-back moquette seats, swivel door, annual August '91.

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THE TRANSLINER - SOMETHING SPECIAL

Neoplan's economy Transliner, built in Berlin, offers the UK operator an opportunity to buy a German coach at a competitive price. Mike Morgan puts the newcomer through its paces to see how it meets the exacting needs of a very difficult market place.

MOST coach operators dream of owning something special - a flagship that is the symbol of what all your hard work has been trying to achieve.

For many, these aspirations remain unfulfilled, yet the annual trek to Southampton or the NEC serves only to rekindle that starry-eyed look.

Neoplan's design and innovation, together with a degree of exclusivity, successfully elevates the products of its Stuttgart factory to being coaches of distinction. They are something special.

The Cityliner tri-axle is a classic in its own time. When road tested last year it was clearly a real head-turner. It attracted attention wherever it went. People could not ignore the distinctive shape, but the reaction was one of 'you can look but don't touch.'

Operators visiting Neoplan's sole UK agency, Carlton PSV, are heard to ask: 'Can I come on board and dream?'

Now Carlton has come to their rescue. The dream can be fulfilled without sacrificing vast sums of money because the new Transliner has been tailored to meet the UK market at a standard price of £125,000.

In knocking £30,000 off the equivalent Jetliner with the same running units and interior, Neoplan has made changes. But has it made sacrifices?

Carlton's two prototypes to test the market were displayed for the first time at the British Coach Rally. One, in plain white livery, has a National Expressliner type rear toilet and servery. This vehicle blended into the sea of white painted coaches in Carlton's Hellaby yard.

However, the coach selected for test was dressed for the occasion. Its silver livery was tastefully lifted in continental style by the use of pink stripes which introduced a colour co-ordinated theme which followed through into the interior.

The combined effect disguised the absence of some, but by no means all, Neoplan trade marks. Gone are the heavily curved side windows and the equally pronounced wrap-round windscreens which have contributed to a futuristic image for so many years.

Nevertheless, the other identifying features remain. Neoplan's windscreen wiper mask and the elegant Cityliner type rear-end are both there to proclaim the ancestry.

The Transliner: a classic in its own time which is now affordable to most operators.

Just in case anyone was in doubt, Neoplan has branded the Transliner prominently for the whole world to see, and once inside then it's all Neoplan - the dash, the easy-clean roof panel, the large seats and the sunken gangway.

Standard specification is comprehensive and impressive. There are few hints that this coach is the product of a cost-cutting exercise. True it has been built to a price, but that price includes double-glazing, ABS, reclining seats, curtains, toilet, drinks facility, fridge, Webasto, Blaupunkt stereo equipment and ferry lift.

Power comes from the sweet-running Mercedes-Benz OM 442 290 bhp V8 engine, driving through the industry standard ZF S6-90 gearbox.

Carlton managing director, Roger Dixon, hopes the blend of familiar and proven components in a new package will attract fresh buyers to Neoplan.

He said at the start of this two-day *Coachmart* test: 'We want to appeal to operators who had given up wondering whether they could ever afford one.'

PERFORMANCE

Gear	Speed	RPM
1	12 mph	2100
2	20 mph	2100
3	330 mph	2100
4	43 mph	2100
5	62 mph	2100
6	70 mph	1800

RPM at speeds in top gear

30 mph	850
40 mph	1050
50 mph	1300
60 mph	1550
70 mph	1800

Acceleration

0-30 mph	11 secs
0-50 mph	27 secs
50-70 mph in top gear	25 secs

● *Lowest comfortable speed in top gear: 25 mph.*

Build

Although new to the British market, Transliners have been in production for over two years and are already well established in mainland Europe and further afield, with more than 500 being built.

The Transliner complements the existing Neoplan range of Jetliner, Cityliner and Skyliner models. However, given its price advantage, Transliner sales should eclipse the Jetliner, which has struggled in recent years against the combined effects of high interest rates, adverse exchange rates and strong price competition from more conventional volume-produced coaches.

Nevertheless, sales ambitions are realistic. For 1991 Carlton has an option on three Transliners to add to the two prototypes. Said Roger Dixon: 'This is not a high volume coach where initial purchases depend on good resale values after two years, because you don't need to turn them in without getting a full working-life out of the coach.'

He pointed to German practice where 10-year-old Skyliner double-deckers are still hard at work, and backed-this up with examples of UK registered Jetliners proving that Neoplan's were built for a long life. Although buying for long life seems incompatible with the demands of tour operators and main-stream vehicle manufacturers, it must make sense to spread depreciation over a much longer period. Spread £125,000 over 12 years and it suddenly doesn't sound too bad.

There is no doubt that this Neoplan can be viewed as a long-term investment. Its fully integral construction means the coach is built and designed as a complete vehicle rather than the sum of seperate components.

Long-life is encouraged by wax injecting the zinc plated framework and use of 1.5 mm galvanised steel side panels. Further protection is provided by two coats of underseal for the wheel arches and the front and rear portions of the coach.

Front-end construction features energy absorbing bumper and laminated front screen. Perhaps with express work in mind, the test coach has split windscreen and pantograph type wipers, but a single screen option allows the parallel sweep blades to park behind Neoplan's trade mark wiper screen.

Compared with Neoplan's designs of old, the Transliner front is very understated. It breaks away from the trend towards large areas of glass. However, for those seeking aesthetic fulfilment, the beautifully proportioned rear with rectangular window and corner-mounted light cluster is satisfaction enough. The rear mounted pod, for optional air conditioning, adds stature while completing the competent design.

Side windows are the now customary bonded type, whereas the obligatory stretched side panels are edged with protective rubber mouldings that contribute further to the functional and solid appearance.

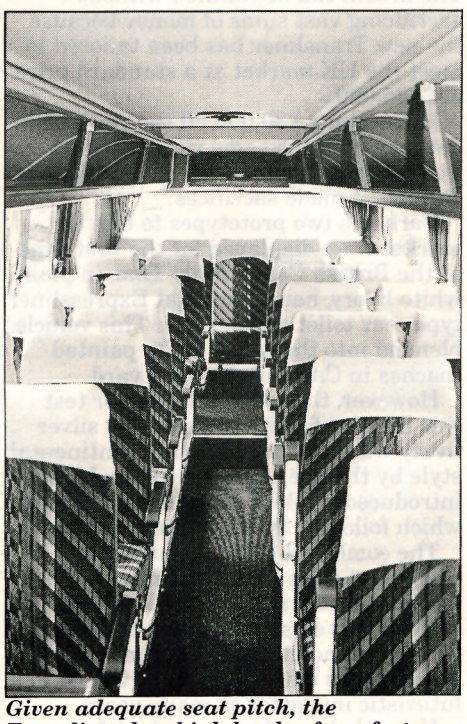
Rear emergency door and off-side continental door both offer generous widths.

SPECIFICATION

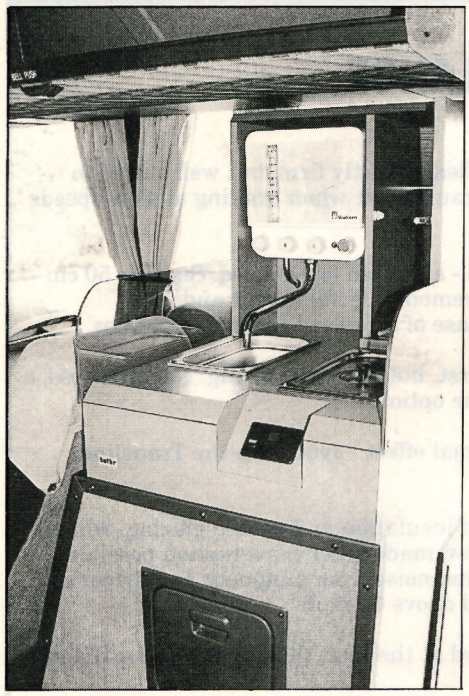
Manufacturer:	Neoplan
Model:	Transliner Berliner N316
Price:	£125,000
Engine:	Mercedes-Benz OM 442 V8
Power:	290 bhp
Capacity:	14.974 litre
Gearbox:	ZF S6-90
Clutch:	Fitchel and Sachs single plate - air assisted operation
Retarder:	Twin-engine exhaust brake - operated by large foot switch
Steering:	ZF hydraulic power assisted - 50 cm steering wheel adjustable for height and rake
Brakes:	Dual circuit full air with over-ride facility - split circuit
Drive Axle:	Neoplan A130 hypoid - rated at 12,000 kg
Front Axle:	Rated at 7,500 kg
Suspension:	Full air with front and rear hydraulic shock absorbers. Electrically operated lift and lower. Front - fully independent.
Speedlimiter:	Factory fitted
Tyres:	295-80R x 22.5
Options:	Driver's bunk, air conditioning, video/TV, ZF AVS automatic gearchange, single one-piece windscreen, central locking.

DIMENSIONS

Length:	12 metres
Width:	2.5 metres
Height:	3.4 metres
Unladen Weight:	12,315 kg
Gross Weight:	17,000 kg



Given adequate seat pitch, the Transliner has high levels of comfort.



Water heater and obligatory sausage boiler are fitted over the central toilet.

COMPARISONS

Vehicle	Unladen weight	Consumption	*Coachmart* Issue
LAG Panoramic	11,900 kg	9.08 mpg	March 1, 1990
Neoplan Skyliner*	15,120 kg	8.38 mpg	March 29, 1990
Leopard/Willowbrook	9,880 kg	10.88 mpg	April 12, 1990
Ensign Charisma	12,075 kg	11.6 mpg	April 26, 1990
Scania K113/Plaxton	11,645 kg	9.84 mpg	May 10, 1990
Javelin/Caetano-loaded	10,716 kg	11.2 mpg	June 7, 1990
DSB Dubrava	11,690 kg	10 mpg	June 28, 1990
Neoplan Cityliner	14,390 kg	10 mpg	July 5, 1990
DAF MB200/ Duple Laser*	10,615 kg	11.82 mpg	August 2, 1990
DAF SB3000/Caetano	12,420 kg	11 mpg	August 30, 1990
EOS	12,340 kg	10.87 mpg	September 13, 1990
Royal Tiger Doyen*	11,673 kg	10.4 mpg	October 25, 1990
Plaxton/Duple 321	11,820 kg	10.57 mpg	January 10, 1991
DAF MB230/Caetano	12,840 kg	10.12 mpg	March 7, 1991
Javelin/Berkhof	11,270 kg	11.04 mpg	April 18, 1991
Neoplan Transliner	12,315 kg	10.5 mpg	

** Secondhand vehicle*

FUEL ECONOMY

Section	Fuel Used	Distance	MPG	Av Speed
Trunk route	40.78 litres (8.97 galls)	174 km (108.12 miles)	12 mpg	36 mph
Cross-country	49.37 litres (10.86 galls)	174 km (108.2 miles)	9.9 mpg	39.4 mph
Motorway	47 litres (10.33 galls)	157 km (98 miles)	9.5 mpg	65.3 mph
Totals	**137.15 litres (30.16 galls)**	**505 km (313.8 miles)**	**10.4 mpg**	

Fuel Tank Capacity: 77 gallons (maximum range 776 miles)

ROUTE: *Coachmart's* northern test circuit starting from and returning to Carlton PSV at Sandbeck Way, Euroway Estate, Hellaby, Rotherham, South Yorks S66 8QL.

Passenger impressions

All three doorways offer generous width and uncluttered entrances. The front door on the test coach opened to expose a forward-tilting courier seat, needing release by a footpedal and wedging under the front dash. This arrangement was clearly unsatisfactory and Roger Dixon was quick to emphasise that a more conventional courier seat with tip-up seat cushion will be fitted on future imports.

Although nominally 3.4 metres high, this is a standard height coach with only two entrance steps and a slightly ramped floor taking passengers into the saloon. Neoplan's high-deck design puts seats on a raised platform throughout the length of the coach. Here lies both a strength and a weakness from a passenger viewpoint.

Overall the concept works to your customers' advantage. It boosts underfloor luggage space and elevates passengers to the same level as most high-liners. Consequently all-round vision is very good.

The weakness? Arm rests are at hip height making it difficult to walk the gangway without adding unwanted bruises and well-endowed members of the adult population, who are forced to turn side-ways, will find the broad headrests are at a sensitive height.

Otherwise the Vogel seats are excellent. They recline, have a magazine rack, one ashtray per double, armrests and optional footrests. Well proportioned seat cushions match the needs of a grand-touring coach. Given adequate seat pitch, the Transliner offers old-fashioned levels of comfort more commonly associated with the classic touring coaches of yesteryear.

Once the coach is in motion, the appeal of the package is complete. The vehicle is very quiet and suspension as good as your best expectations.

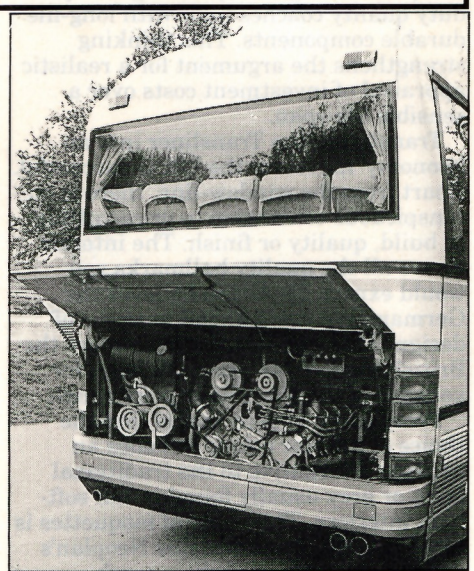
Audio equipment is Blaupunkt's well respected stereo unit with twin microphones, playing through 12 pairs of rack-mounted speakers and separate cab circuit. Excellent sound reproduction is assured, but your customers on UK or continental tour may simply wish to enjoy the quiet refined drive.

Passengers on exposed seats have the benefit of mandatory seat belts and fixed trays which serve as useful storage for the *Coachmart* road tester's sandwiches and other equipment. With someone to serve the drinks, this is a perfect vehicle for relaxed cruising.

Neoplan's moulded toilet has a narrow entrance and restricted headroom. However, once inside, there is confirmation of quality. The grey cubicle is neat, easy to clean and fitted with durable red fixtures. On the toilet-top the Transliner catering equipment includes the obligatory sausage boiler and a very useful waste disposal flap.

The arrangement in the other prototype coach is less satisfactory. Not only is the rear-servery less comprehensive, but the WC is built for midgets.

After sampling the difficulties of this layout, Roger Dixon vowed that head-height for the rear toilet option will be improved on production models.



The naturally aspirated Mercedes-Benz V8 engine is smooth and flexible.

Driving impressions

Transliner drivers have an Isringhausen fully adjustable high specification seat. With adjustable lumbar support, arm rests and head restraint, comfort is assured. The short seat cushion compares unfavourably with those reserved for passengers, but it is still very acceptable.

Only a small number of switches on the standard Neoplan dash are obscured by the one-spoke steering wheel. All controls are within reach - though the cab heater/demister controls are low and require familiarity to ensure they are set correctly. In fact, complaints from the cab area are few. Some would say the gear lever is too far back with too much free-movement, but, like the rest of the coach, it is smooth and positive in use.

The Mercedes-Benz V8 engine is particularly well-suited to luxury coach application. Power is delivered from well down the torque range to the point where most road situations can be overcome without dropping below third gear. At all times there was an ideal gear without stress or strain on the transmission. Reward for this excellent match of gearbox to engine came with fuel economy on the cross-country section (12 mpg) in particular and on the test overall (10.4 mpg).

Verdict

Neoplan is trying to revive a flagging new coach market with an economy version of its fully-equipped luxury coach. This is a strange stategy for the Germans because their industry infrastructure encourages the purchase of new coaches without the need for pruning specification and price. Thankfully, the German market has accepted the logic of operating heavy-duty quality coaches built with long-life durable components. This thinking strengthens the argument for a realistic appraisal of investment costs over a sensible life-span.

Translating the Transliner into an 'economy' model for the UK is successful. Apart from the window-line, there is no conspicuous concession to price-cutting in build, quality or finish. The interior shows all the quality hallmarks you would expect. Mr Dixon believes the Germans are years ahead in terms of design. This will remain true unless the British market can generate sales for vehicles in the Transliner price range.

Prospective buyers should find the choice of interior colour schemes an exciting alternative to the traditional fawn or grey usually found in full soft-trim interiors. The range of moquettes is extensive and demonstrates Neoplan's determination to provide a coach designed for the customer of the 90s.

The Tranliner package is attractive and Carlton deserves recognition for taking the initiative. If you want a touring coach and a company flagship, then this vehicle is a worthy contender.

AT A GLANCE

Ride quality: Quiet, refined and unruffled. Slightly firm, but well suited to British conditions. Only caught-out when braking at slow speeds on tight corners.

Steering: Light with good road-feel - although low-geared. Smaller 50 cm steering wheel an improvement. Useful height and rake adjustment required release of awkward L-shaped handles.

Braking: Foot brake sensitive at first, but very reassuring. Nevertheless, a Telma would be a welcome option.

Exhaust-brake had minimal effect - even with the Transliner unladen.

Noise: Full 40 mm body and roof insulation and double glazing, which includes pavement window, made quiet conversation possible throughout the coach. Wind noise from plug-door and driver's sliding window developed above 60 mph.

Engine noise clearly heard at the rear, though at no time did this become objectionable.

Meter readings -	**at 50 mph**	**at 70 mph**
Front:	68 db(A)	73 db(A)
Centre:	64 db(A)	70 db(A)
Rear:	68 db(A)	71 db(A)

Luggage space: Low gangway/high deck build allows generous 6.21 cubic metres of underfloor luggage space.
Good uncluttered parcel racks just take the *Coachmart* executive briefcase.

Security: Key lock for rear engine cover, emergency door, all weather-sealed lockers and fuel cap. However, both Wegman air operated plug door and offside manual continental doors must be locked from inside.

The driver's small lockable storage compartment and the twin dash mounted refrigerators can be locked.

Central locking on luggage lockers is available as an option.

Heating: Neoplan Kimacenter and Webasto provides comprehensive saloon heating through Finrad perimeter radiators.

Separate cab system regulated by slider controls.

Ventilation: Individual forced-air ventilation system, giving either hot or cold air, supplemented by two lift-up skylights and two roof extractor fans.

Sliding window on driver's side only, but production models will have peage window in passenger door.

Powerful two-speed fans for courier and driver.

Lighting: **Interior** - five lights in roof centre panel with green dim facility. Individual reading lights incorporated in fully upholstered parcel racks. Cab light linked to vehicle side lights and luggage illumination.

Exterior - Bosch HE Halogen headlamps; front and rear fog lamps; marker lights; wrap-round rear light clusters and additional high level twin brake lights.

Handrails and guards: Plug door support bar and single soft grip hand rail (both on right of entrance). Similar provision for continental doorway.

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1988 (F) TOYOTA OPTIMO (6 CYL. TURBO). 20 seats, curtains, carpet, radio etc. MoT 10/5/92 ..... **£23,950 + VAT**

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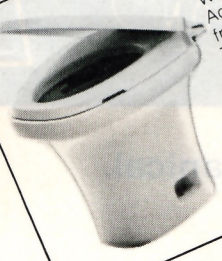

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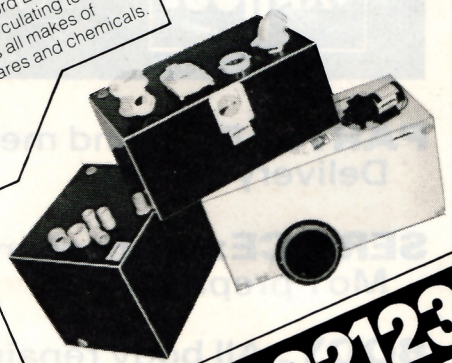

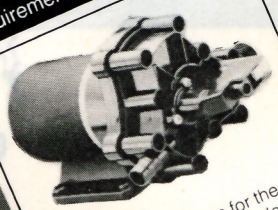

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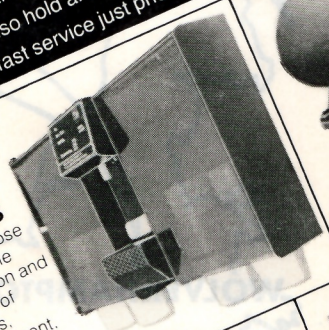

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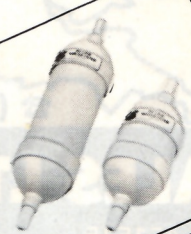

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Weekly report on law and the coach operator by Michael Jewell

Court clears Gordon Woods of tacho offence

A CROWN Court judge has quashed the conviction of Lancashire coach operator, Gordon Woods, on an offence arising out of the alleged failure of one of his drivers, Mr Derbyshire, to keep a tachograph record.

He ruled that the driver took over the coach when he started driving and not when he boarded it.

Mr Woods, who trades as W T C Coaches, of Standish, had been convicted by Wigan magistrates of using a coach when one of his drivers failed to use a tachograph.

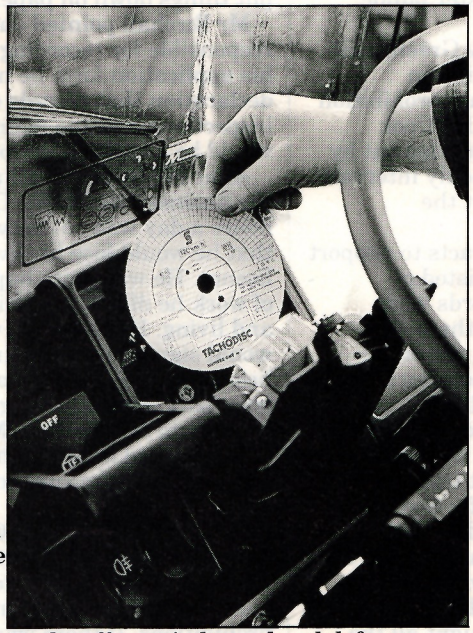
For the prosecution, Nigel Poole, said that two drivers employed by Mr Woods had taken a coach on the National Travel Manchester to Glasgow run as a duplicate.

A Mr Jenkins had driven from Coppull, via Manchester to Glasgow. Mr Derbyshire had been told to go with him to be available in Glasgow to drive the coach either on another run, if necessary, or back to base, depending upon whether National required the coach to perform a further contract or not.

In the event, National did not need the coach again and after a long break in Glasgow, Mr Derbyshire had driven it back to Coppull where he went off duty.

Both drivers had used tachograph charts correctly for their periods of driving, but Mr Derbyshire had not put his chart in the second man position during the outward journey nor made a manual entry to show that he was on duty between Coppull and Glasgow. It was conceded by the defence that both men were 'drivers' as defined in the EEC legislation.

Police Constable Graham Robinson, of Greater Manchester Police, said that one driver could have done the round trip, but because they had spent longer than was necessary in Glasgow, Mr Jenkins could not have driven all the way back within the spreadover of a single driver. There was no complaint about the actual hours of either driver.



Tacho offence: judge ordered defence costs should be met out of public funds.

Mr Poole contended that as both drivers had travelled in the same vehicle on the outward journey, they had both 'taken over' the vehicle at the start.

The vehicle was therefore double manned from the outset and both drivers were required to use the two-man tachograph throughout.

He said that a person who travelled in a vehicle, and later drove it, would avoid the time spent on duty being detected from an examination of the tachograph chart if there was no entry on the chart of the time on duty spent on the moving vehicle before inserting his own chart in the tachograph.

For Mr Woods, John Backhouse argued that there was a clear distinction between being a driver and taking over the vehicle.

If the legislators had intended that anyone who was defined as a driver must be deemed to take over the vehicle as soon as he boarded it, they could have easily said so.

The use of the words 'take over the vehicle' were clearly intended to define a different moment than when a driver joined the vehicle. The requirement in the regulations which spoke of a second driver sitting beside the driver clearly drew a distinction between him and such a person sitting elsewhere in the coach, in this case on the back seat.

Mr Backhouse maintained that Mr Derbyshire had travelled as a passenger on the outward journey and did not, nor was intended to, drive the vehicle on that journey, which was separate from the return journey.

Although a 'driver', he did not 'take over the coach' until shortly before he started driving back and probably at the time the first driver removed his chart and Mr Derbyshire inserted his ready to drive home.

The regulations required only that he use a tachograph chart from the moment he took over the vehicle, and as he had done so before starting to drive, he had committed no offence.

There were many cases when, for example, a vehicle was out of scope of the regulations, no tachograph chart was kept at all. In such a case, duty time could only be discovered if a duty roster were examined or the driver was asked what time he started duty. It did not, therefore, follow that a tachograph chart had to be brought into existence to show duty time. Indeed, there were many occasions where it would not happen quite lawfully. If the wording was capable of more than one interpretation, a defendant was entitled to the benefit of what was most favourable to him.

Quashing the conviction, and directing that the defence costs be met out of public funds, Judge Clark said that as far as he knew there was no case in which the words concerned had been interpreted by a higher court.

However, to say that they meant the moment the driver boarded the vehicle, whether or not he actually drove or in fact was ever intended to drive, was standing common sense on its head. In this case, Mr Derbyshire clearly did not, and was not intended to, drive on the outward journey which, said Judge Clark, he regarded as a separate journey from the journey back.

He concluded therefore that Mr Derbyshire took over the vehicle in Glasgow and that no offence had been committed.

Weekly report on law and the coach operator by Michael Jewell

Cook has licence reduced

THE one-vehicle licence held by Frederick Cook, trading as A C Coaches, of Orrell Park, Liverpool, was renewed for one year only, by the North Western deputy traffic commissioner, Kenneth Birchall, at a Manchester public inquiry.

DTp vehicle examiner, Jeffrey Green, said that when he inspected the vehicle in February he issued an immediate prohibition because its condition was poor. Mr Cook claimed that inspections were carried out by Merseyside Transport at six-weekly intervals and that G H Trucks carried out the maintenance work.

However, there were no contracts to support either claim. The facilities consisted of overnight parking only. No records were available before May 1990 and there still appeared to be no maintenance system in operation, despite Mr Cook appearing before the commissioner in 1985 and 1986.

In October 1990 Mr Cook failed to present his vehicle for annual test, said Mr Green. In November he cancelled the first test appointment. When presented for test, the vehicle failed, but passed nine days later.

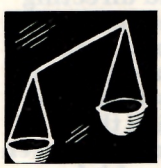
Mr Cook said that he had cancelled the test date due to illness in the family. He was unable to write and his wife did the paperwork for him. He had brought all the maintenance bills for the last year with him. For the future, Castle Coaches was to carry out all the inspections and maintenance. The records prior to last May were missing as his briefcase had been stolen. His business consisted of two hours' contract work a day, travelling approximately 30 miles. Maintenance inspections were to be carried out every eight weeks, but he inspected the vehicle in between. The trouble was he did not put things down on paper.

Mr Birchall pointed out that Mr Cook was responsible for recording vehicle details. On his application form he had signed a declaration that records of all safety inspections, routine maintenance and repairs, would be kept for a period of 15 months.

After Mr Birchall had asked how important the business was to Mr Cook, saying that two hours a day was not very much, Mr Cook said that he would lose his living if he lost his licence. He was quite happy with the amount of work he did. It gave him a small income and living. If his licence was not renewed he would sign on the dole. In 1986, when his licence was revoked, he appealed to the transport tribunal who gave him a new one. In reply to Mr Birchall, Mr Cook said that he was prepared to have a better maintenance system and make sure someone wrote it all down.

Commenting that Mr Cook must be a dedicated man, Mr Birchall warned that he must make sure there were no further maintenance problems involving immediate prohibitions. If there were, he could not give Mr Cook any assurance that his licence would not be revoked. If Mr Cook wanted any guidance, the vehicle examiner would show him exactly what the department wanted.

Driver failed to stop after accident



COACH driver, William Bowman, was fined £220, and ordered to pay £30 prosecution costs, after being convicted of failing to stop after an accident and failing to report an accident, when he appeared before Eastbourne magistrates' court.

Mr Bowman, of Holly Street, Brant Road, Lincoln, had pleaded not guilty to both of the offences.

Prosecuting, Amanda Royce, said that last October a Leyland single decker coach driven by Mr Bowman, and belonging to Lincoln City Transport, had struck and damaged a van parked on a road in Eastbourne.

She produced evidence that £1,200 worth of damage had been done to the nearside of the coach.

Mr Bowman said that he would have stopped if he had known that he had struck a parked vehicle.

He had been carrying a party of 50 retired postal workers and their wives and none of them had noticed the accident or been prepared to give evidence to the police.

He wanted to know how he could be expected to report an accident he did not know about, and he contended that the damage to the coach had been done at another time.

Lincoln City Transport: single-decker in collision with a car in Eastbourne.

Good news for Morris

PENCOED operator, Morris Travel, has succeeded in having the four vehicles, deleted from its licence authorisation last July, restored.

The company had applied to the South Wales traffic commissioner, John Mervyn Pugh, to increase its authorisation from 16 to 20 vehicles at a public inquiry in Cardiff.

Commissioner was pleased to see the company wanting to increase its fleet size.

David Morris, a director, said the company required 20 vehicles because of an increase in demand from its customers. Since the authorisation was curtailed, it had adhered strictly to the undertakings it had given about maintenance, in particular about having its vehicles inspected every two weeks. It had employed an extra fitter to see the maintenance schedules were kept to.

The only problem was that the two-weekly checks on the double-deckers were too frequent, as they only did a very small mileage.

For the company, Norman Lloyd Edwards, said a fleet inspection had recently been carried out by DTp vehicle examiners and, apart from one vehicle, given a delayed prohibition notice for accident damage, all of them had passed.

Mr Mervyn Pugh said he thought all would now go well and added that it was pleasing to see the company wanting to increase its fleet in these difficult times.

Weekly report on law and the coach operator by Michael Jewell

Fresh licence for Cabs Padarn

DESPITE the Transport Tribunal dismissing an appeal by David and Maira Price, trading as Cabs Pandarn, of Llanberis, against the revocation of its licence by North Western traffic commissioner, Martin Albu, the company has been granted a fresh licence.

In May 1990, the firm applied to increase the vehicle authorisation on its licence from four to seven vehicles.

That application was granted, but a cheque for £420 in payment of the licence fees was returned in July marked 'refer to drawer'.

No reply was received to letters from the traffic area asking for an explanation, and in September, Mr Albu revoked the licence. This was on the grounds that the company no longer satisfied the requirement to be of appropriate financial standing.

NW commissioner, Martin Albu, had revoked licence after the firm failed to reply to traffic area.

A letter from Cabs Padarn was subsequently received, explaining that it had changed its bank as the previous bank would not support the facilities it requested.

The company underlined that its credit worthiness was sound after having transferred its account.

Before the transport tribunal, John Beashell, for the company, failed to persuade the tribunal to admit fresh evidence as to the partners financial standing at the time of the revocation.

The tribunal said that it was not its normal practice to admit fresh evidence that could have been tendered before the traffic commissioner. In its judgement, on the material before him, the traffic commissioner had been abundantly justified in coming to the conclusion that he did.

It delayed the implementation of its order, after being told the firm had submitted an application for a fresh licence and undertook to surrender its existing licence, which had remained in force pending determination of the appeal, if the commissioner said he was prepared to grant it.

Tribunal said it was not normal practice to admit fresh evidence that could have gone before the commissioner.

The application, for a licence authorising the operation of nine single-deckers and three minibuses, has since been granted.

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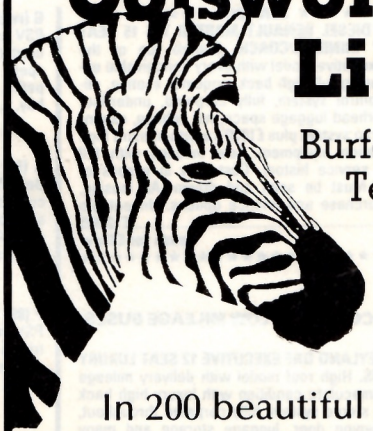

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Snarl-ups put 'Great Britain' push in peril

THE RAC has warned that this year's 'Britain is Great' push for domestic tourism could fail thanks to congestion.

It predicts 'horrendous' traffic jams in the peak of summer and says these could persuade holidaymakers to return to cheap flights to the Costas.

'Expansion and improvement of main roads in all parts of the country is vital if Britain's hotel and restaurant industry is to take advantage of the golden opportunity now facing it,' says Lyn Gray, manager of the RAC Hotel Appointments booking agency.

According to the RAC, more than 75 percent of domestic holidays are taken by car, with a further 10 percent using coaches. Forty-five percent of incoming tourists take to the roads by coach or car.

'If the industry is to continue to influence more holidaymakers - both British and overseas - to take their holidays in this country, then everything possible must be done to encourage and help them to avoid long delays at many pinch points on our national road network,' adds Mrs Gray.

Wild parties save birds

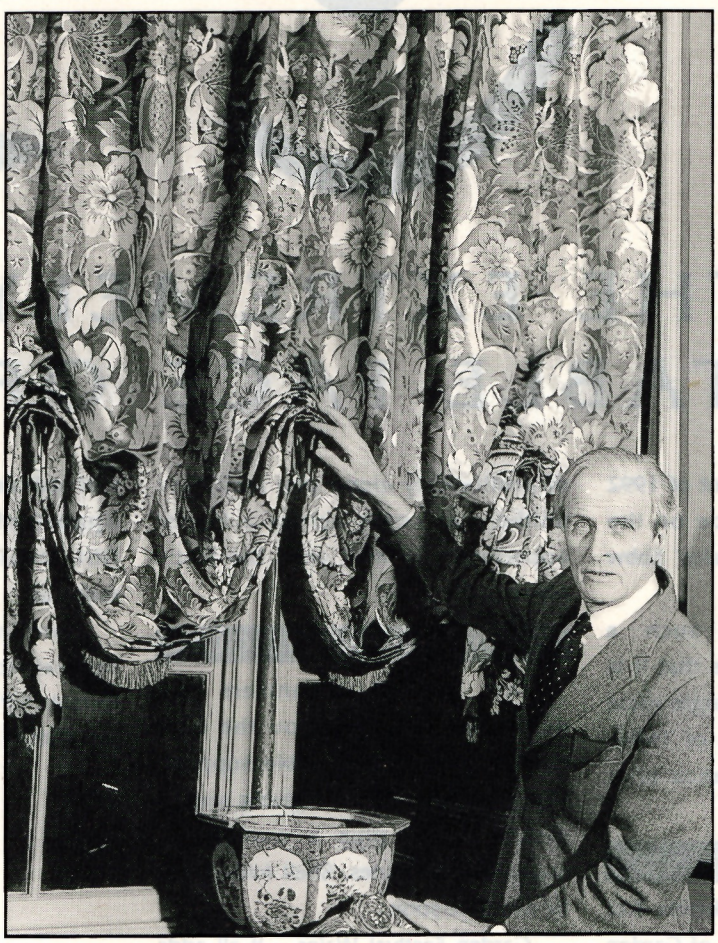
WILD parties are on offer to groups, together with all the birds you could want.

There won't be a drop of booze in sight because the parties organised by the Wildfowl and Wetlands Trust will take place in broad daylight. The only glasses you'll need are binoculars!

In a bid to attract more visitors to see its flocks of wildfowl from around the world, the WWT has put together a leaflet explaining what it can offer. Such is the urgency of cash flow that shortly after the brochure was printed, one of the centres - Peakirk near Peterborough - announced that it is to close.

Visits to the centres, which include world-famous Slimbridge in Glous, are ideal for womens' groups and school children. Many birds are fed by hand, while the centres themselves have gift shops and tea rooms. Entry is under £2 at most WWT centres.

For copies of Wild Parties and any further details, contact Sharon Ament, marketing officer, The Wildfowl and Wetlands Trust, Slimbridge, Gloucester GL2 7BT, Tel: 0453 890333.



Curator of Warwick Castle, Paul Barker, shows off the new £172 a metre curtains.

IT'S curtains for Warwick Castle! In fact, it's new curtains in the Green Drawing Room which set back the owners a cool £172 a metre. The hand-made silk and linen drapes had to be made in Prelle et Gie of Lyons, France, to get a good match for the originals, made in the 1830s.

Busman's holidays

RANK Services is offering coach drivers £5 vouchers and a draw for a seven-night holiday in Florida in its Passenger Points scheme.

Booklets held by drivers are validated by a cashier every time he or she takes 20 or more passengers into one of Rank's service areas. Seven stamps are enough to give the driver a £5 voucher to use in the service area and enter him in the holiday draw.

Aside from the luxury holiday for two in Orlando, including £100 spending money, there are holidays at Butlins, a Warner's cabaret weekend and, believe it or not, a coach holiday with Shearings!

The draw is made on December 15. Details are at all Rank Service areas.

Brochures buffed-up

NEWLY-established hotel chain, Periquito, has given its three-star premises in Kettering, Oldham, Barnsley, Derby and Tunbridge Wells a smarter image with new brochures. The front covers are the result of local painting competitions organised through newspapers by Periquito.

Eastbourne parking

EASTBOURNE's coach parking is detailed in a new booklet, available free from the information centre in Cornfield Road. Operators using the Sussex town can get a copy by 'phoning 0323 411400.

THE EXTREMELY PROFITABLE FACE OF 1992

The Biggest National Event of 1992 is already taking shape on the wooded slopes of South Wales' Ebbw Vale: Garden Festival Wales.

The Festival offers such a spectacular range of events that it is already being called the single most popular tourist attraction of 1992, with an expected attendance of at least two million.

A SUPERB OPPORTUNITY

The sheer numbers of visitors that will pour through the gates of Garden Festival Wales between May and October 1992 make it a 'must' for any serious tour or coach operator. In terms of profitability alone you really are unlikely to come across a better opportunity for next year! But that's only half the story.

HOW WE HELP YOU

The Festival organisers are dedicated to giving you the best deal and the best possible support. That's why we are now giving special group prices plus a number of suggested itineraries. Shell folders will be available soon.

Garden Festival Wales – it all adds up to your best profit opportunity for 1992!

For details of how to take full advantage of this excellent opportunity, contact Catherine Hill, Deputy Marketing Manager, today at:

Garden Festival Wales Limited, Festival House, Victoria, Ebbw Vale, Gwent. NP3 6UF. Tel: (0495) 350198 Fax: (0495) 301233

Garden Festival Wales
Gŵyl Gerddi Cymru
Ebbw Vale 92

MAY *to* OCTOBER 1992

Gulf Forces open the Royal Tournament

THIS year's Royal Tournament at Earl's Court will be opened in the presence of Forces who served in the Gulf campaign and their families.

The event, from July 10 to 27, is a big pull for groups. It is particularly suitable for the 50-plus age group and will, as always, be featured on TV.

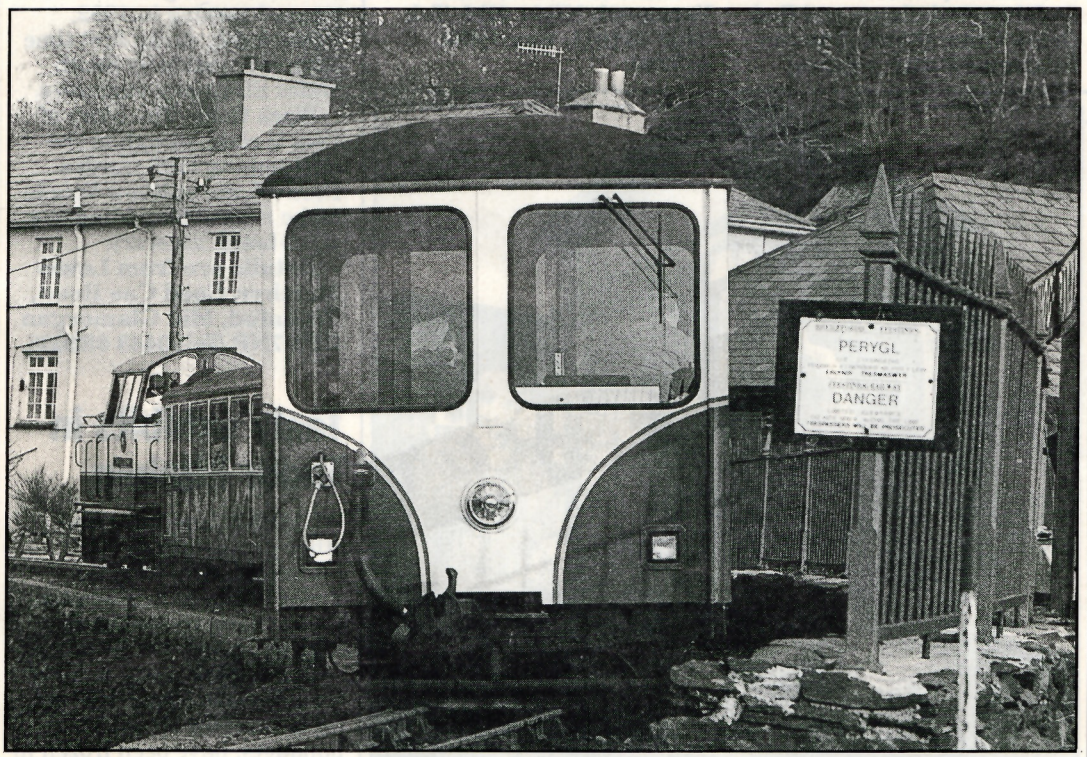
Discounts for coach groups are 10 percent, with concessionary, half-price seats available midweek afternoons and Mondays. Children must be under 12.

Performances are at 7.30 pm only on Mondays, 2.30 pm and 7.30 pm Tuesdays to Saturdays. Doors open at 12 noon and 6 pm. Performances end 5.15 pm and 10.15 pm.

The entertainment will include a re-enactment of the American Civil War - clearly foreshortened! - the Charge of the Light Brigade and the Household Cavalry Musical Ride. Elements of the Gulf War have been introduced to the spectacle. Profits will be going to the Gulf Trust and other services charities.

Prices for seats range from £20 for the Royal Enclosure down to £5.85 for the gallery at group rates.

Full details are from the Royal Tournament Box Office, Earls Court Exhibition Centre, Warwick Road, London SW5 9TA, Tel:071 373 0100.



FFESTINIOG Railways has its first centrally-heated train - a push-pull loco built at the railway's Boston Lodge works. The new rolling stock offers better flexibility at low cost.

Shepway Festival week is bigger still

EVERY form of transport from buses to powerboats gives the Shepway Festival week, from September 7 to 15, its distinctive flavour this year.

Using Folkestone football ground and Eurotunnel Exhibition Centre among other venues, the festival will be able to accomodate thousands of transport enthusiasts alongside the families enjoying bandsmen, a carnival, parachute displays and a great deal more.

Last year's Shepway Festival set the benchmark for this year, attracting 500,000 visitors. Organisers are hoping an even bigger line-up of events - including a round of the International 1.3 litre Offshore Powerboat Championship - will prove even more popular.

The programme takes in the Shepway Airshow on September 8. This event alone drew 100,000 spectators last year. Hotel bookings have already been boosted by 20 percent according to local hoteliers.

Details of the event are from Shepway Festival, Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, Kent CT20 2QY, Tel:0303 850388.

Cotton mill top for kids

A VISIT from HRH The Princess Royal and her children has helped boost the popularity of Quarry Bank Cotton Mill, in Cheshire, so that it had 250,000 visitors last year, including 54,000 children.

The 41 percent increase makes the mill - the only water-powered cotton mill - the third most popular National Trust property in the country. NT is still, working on the mill, providing a new gallery which better displays the giant iron waterwheel. That should be open by spring 1992.

The mill itself is also working, and has been since the 1700s.

Group rates are significantly lower than individual admission at £3.75. Coach parties of 20 or more pay £2.05 or an extra 50p for admission to the apprentice house. The total tour - guides are £10 per 20 people for the entire day - will last at least 2 hours with extra time required for the restaurant and grounds.

Details of Quarry Bank Mill are available from the mill at Styal, Wilmslow, Cheshire SK9 4LA, FAX: 0625 539267, Tel:0625 527468.

Guides for Waterloo

GUIDED tours of the Battle of Waterloo are being arranged by the visitor centre at the heart of the battlefield.

The tours, which must be pre-booked, take in the Wellington Museum, Caillou Farm where Napolean made his final battle plans, a massive masterpiece by painter Louis Dumoulin of the battle at its height, and several remaining historic monuments on the site.

A full 3-hour tour costs 400 Belgian Francs, with a smaller tour available at lower cost.

Full details of the Waterloo battlefield are from the Wellington Museum, 147 ChausQe de Bruxelles 14, 1410 Waterloo, Tel:010 32 2 354 78 06, Fax:010 32 2 354 22

Pleasurewood Hills launches package

FOLLOWING its takeover by management earlier this year, Pleasurewood Hills and the Sea Life Centre in Great Yarmouth, has produced a package deal for coach operators bringing the over-50s this summer.

Both attractions are included in a two-in-one ticket for a fiver, available weekdays from May 6 to July 12 and from September 9 to 20 excluding Bank Holidays.

This compares with the normal group entrance prices of £5.50 to Pleasurewood Hills and £3.25 for Sea Life Centre. A member of staff will act as guide at the Sea Life Centre, on Marine Parade.

Several other changes make 1991 different at Pleasurewood Hills. The attraction now includes a Superhuman Circus with acts ranging from acrobats to jugglers. No animal acts are featured. The attraction has also penned in June 8 as Guides, Rainbows and Brownies day, June 15 as pre-school playgroup day, June 29 as youth club day, and has reserved September 14 for the St Johns Ambulance and Red Cross. Other theme days can be arranged with a special marquee for your group.

At Sea Life Centres, 50 p discount tickets are available for any coach operator bringing visitors into Great Yarmouth or Hunstanton - regardless of whether a trip to the aquariums is planned. These can be handed out so that passengers can suit themselves when they visit.

Full details of Pleasure World attractions are from the head office at 285a Southtown Road, Great Yarmouth NR31 0BJ, Tel: 0493 441611, Fax: 0493 440780.

Valleys engine breathes again

THE engines which once powered the Lewis Merthyr coalmine pithead have been restored to working order, adding interest to the Welsh Valleys' attraction's opening on May 18.

The Black Gold exhibition, based around one of the last mines in the Valleys to close down, gives a strong vision of the life led by Welsh miners in the coal villages which owe their existence to the mines.

Trefor Engine was orginally powered by steam, hauling the cages and coal from 1,377 feet below ground. It was later converted to run on compressed air - using the same piston engine - and stopped turning in 1982. Remarkably, it ran first time after restoration by South Wales Electricity engineers.

Black Gold - The Story of Coal is close enough to the forthcoming 1992 Garden Festival site at Ebbw Vale to make it ideal for adding to a short break itinerary.

Details are from Lewis Merthyr, Coed Cae Road, Trehafod, Mid Glamorgan CF3 7NP, Tel: 0443 682036.

Mary Rose goes for Hooray Henrys

FREE coach parking, free admisson for anyone named Henry or Henrietta, a Tudor banquet and a musket demonstration are all geared to attracting groups to the Mary Rose Tudor Weekend in Portsmouth.

June 28 to 30 will see an array of events staged around the Mary Rose - the Tudor ship salvaged from the waters of the Solent and made famous by publicity from the Mary Rose Trust's president, The Prince of Wales.

A huge fancy dress competition will see hundreds of Henry VIII lookalikes parading around the HM Naval Base on the Saturday as part of England's celebration of the famous king's 500th birthday.

Group admission rates to the Mary Rose Trust are £3 adults, £2.35 senior citizens and £2 for children and students. All groups must be pre-booked.

Full details of the Tudor Weekend can be obtained by 'phoning 0705 839766.

The game is afoot at Granada.

Conan the Mancunian!

TICKETS are limited for a special show at Granada Studios, in Manchester, featuring Sir Arthur Conan Doyle's character Sherlock Holmes.

A half-hour play will be staged in the tour's new Manhattan Theatre and a themed debate will be taking place on the House of Commons set. Sleuths will be given a set of clues on Baker Street in the hunt for a lethal murder weapon. This one is ideal for fancy dress!

Normal group ticket prices of £6.95 apply (children's rate is £4.75) but because of availability, firm bookings must be made promptly. Driver and organiser get free entry.

Bookings and details are available by 'phoning 061 833 0880.

Tasty exhibits in Tudor kitchen

WOMENS' Institutes and other groups will be interested in visiting the Tudor Kitchens at Hampton Court Place, re-opened on May 25 at a cost of £½ million

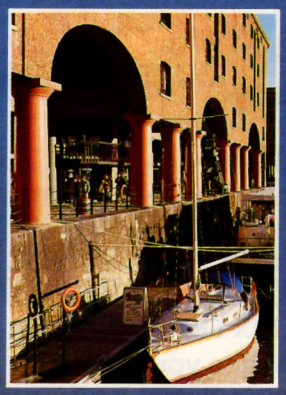
The display, using some of the 50 rooms Henry VIII set up to cater for his lavish banquets, have been frozen in time as if about to serve the Feast of John the Baptist on Midsummer's Day in 1542.

Visitors will see traditional food in various stages of preparation.

The kitchens are part of the Hampton Court Palace attraction, incorporated in the £4.14 group rate entrance price (calculated as a 10 percent discount on the normal £4.60 entrance). Coach parking is available free at Hampton Court Green.

Details of Hampton Court Place are available by writing to Hampton Court Place, East Molesey, Surrey KT8 9AU, Tel: 081 977 7222.

Liverpool's Historic Waterfront...



ALBERT DOCK

MERSEYSIDE MARITIME MUSEUM *Albert Dock*

THE BEATLES STORY
Albert Dock

THE FAMOUS MERSEY FERRIES
Pier Head

TATE GALLERY LIVERPOOL
Albert Dock

THRILLING EVENTS

Liverpool's Historic Waterfront provides the perfect backdrop for scores of exciting events. Of special note is the event-packed Mersey River Festival, a 3-week long maritime extravaganza held in June every year.

1992 Diary Date! Grand Regatta Columbus 12-16 August. The world's Tall Ships visit Liverpool's Historic Waterfront to celebrate the 500th anniversary of Columbus's discovery of America.

Enquiries: Merseyside Welcome Centre, Merseyside Tourism Board. Tel: 051-709 3631

VISIT ALL THESE ATTRACTIONS WITH LIVERPOOL'S HISTORIC WATERFRONT VIP PASS

Exclusive to Group Organisers.

HIGH SEASON: ADULTS £7.50 CHILDREN £6.50
LOW SEASON: ADULTS £7.00 CHILDREN £6.00

PRICE INCLUDES MORNING TEA, A LIGHT LUNCH AND AFTERNOON COFFEE

(for groups of 20 or more – VIP ticket valid Monday-Friday, excluding Bank Holidays)

FOR FURTHER INFORMATION: SARAH KIMPTON GROUP SALES MANAGER, TOURISM AND LEISURE MANAGEMENT LTD., 29/30 BRITANNIA PAVILION ALBERT DOCK, LIVERPOOL L3 4AA
TELEPHONE: 051-708 7086

...world-class attractions in a stunning riverside setting

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EARLY RISER DAY TRIP

Great value Day trips to Calais from only £8.95 - and that includes breakfast!!!

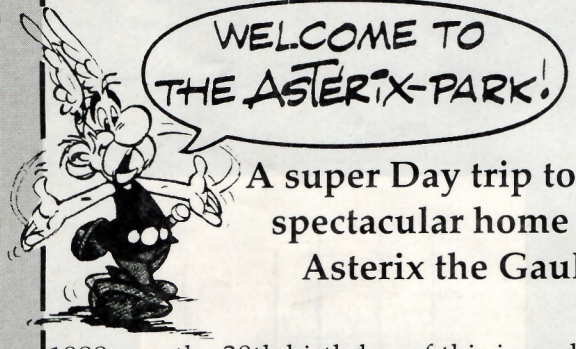
Every Tuesday from April through to December (excluding July and August) pick any sailing between 0400 and 0815 and we will give your customer a hearty special English Breakfast. The perfect start for a day trip to Calais or even Paris as you can return on any sailing from Calais on the same day.

FARES
April/May, June & September £9.95
October/November & December £8.95

£5

TAX FREE VOUCHER
when you spend £25 in the Duty Free Shop on Spirits and/or Tobacco

SPECIAL DAY BREATHER TO PARC ASTERIX



A super Day trip to the spectacular home of Asterix the Gaul

1988 saw the 30th birthday of this incredibly popular French cartoon character - it also saw the opening of a spectacular £88m theme park situated just north of Paris. Since then over 3 million visitors have enjoyed this fantasy world dedicated to Asterix.
The attractions are numerous, ranging from Dolphinariums to Shoot the Rapids ride. For the more adventurous there is a super roller coaster type ride which turns you upside down 8 times over a lake! There are 3D cinemas, Roman Forts and a faithfully reproduced Gaullish Village with all the familiar scenes from the Asterix books. To relax in there are 34 food and drink outlets.

The Parc is situated to the north of Paris, only 2½ hours from Calais off the A1. Parking is well catered for with spaces for some 155 coaches. There are special coach drivers' rest facilities on site.

SAILING TIMES	
Outward from Dover	Return from Calais
02.30	20.00
04.00	21.30
05.30	23.00

FARES				
	Monday-Friday		Saturday & Sunday	
	Adult	Child	Adult	Child
April-June	£18.50	£14.50	£20.50	£16.50
July-August	£20.50	£16.50	£22.50	£18.50
Sept-Oct	£18.50	£14.50	£20.50	£16.50
Coach free subject to usual minimum requirements				

SPRING SPECIALS

TAKE A BREATHER TO IRELAND

On our Holyhead-Dun Laoghaire route, we have just spent £7 million on the Stena Hibernia and its facilities now range from a free-flow restaurant to a discotheque, a Cinema, to live entertainment from a resident band.

To introduce you and your passengers to this new experience on the route we are offering a fare of only £5 per adult – and for each paying adult, 1 child travels FREE!!

Offer details: Available 6 April – 16 May 1991 (except 6 May)

DEPART: Sunday – Thursday 14.45
RETURN: same day 20.45
£5 return per adult foot passenger

This allows time ashore in Ireland whilst the ship prepares for the return journey.

BOULOGNE MARINE LIFE SPECIAL

NAUSICAĀ
Centre National de la Mer

Opening on the 18th May is one of the largest and most important sea-life centres in the world

'Nausicaa' is situated in Boulogne-sur-Mer and takes you on a real journey to the centre of the sea. You go through underwater filled arches that give you the experience of actually being among marine life in different habitats from the shark aquarium, the world of plankton to the spectacular colourful coral reef of a tropical lagoon. There are some 1400 square metres of aquariums including a tank for observation of fish behaviour.

On the bridge of a trawler you can discover that fishing today is in fact hunting and then watch a fishing net as it unfurls around a shoal of tuna fish.

There is a cinema screen with a continuous programme of films on all the realms of the sea. There is a large reference and video library with some 300 different films.

Outward-Folkestone	Return-Boulogne
07.45/08.45	17.30
10.00/10.15	19.15/20.45

Inclusive Foot Passenger Fares		
	Adult	Child 4-13
16 May-30 June	£11	£9.50
July-August	£13	£10.50
Sept-December	£11	£9.50
Coach Supplement - £2.50 per person		

SOUTHAMPTON-CHERBOURG INTRODUCTORY OFFER

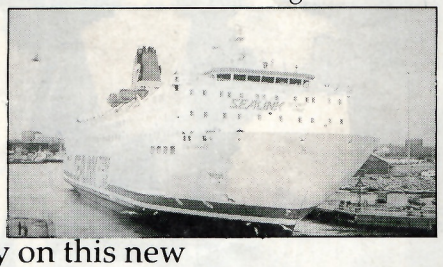
In 1991 Sealink Stena Line are introducing a premier new route between Southampton and Cherbourg.

This is an ideal route for your private groups wishing to travel to Normandy, Brittany, Western France and further south.

The service starts on 28th June and will be operated by the Stena Normandy - which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

As a special introductory offer, the first 100 coaches to book and travel on the route will be able to claim a 50% refund on the fare (excluding cabin, meals, etc.) which will be redeemable against a future Sealink crossing.

AND . . . between 21.10.91 & 31.03.92 we are offering an up to 60 hour excursion fare of £18 including a restchair each way on this new Sealink Stena Line route.



SUMMERTIME CRUISE

Harwich – Hook
£18 per passenger
VALID – NOW UNTIL 30/6/91

OUT: HARWICH – HOOK DAY SAILING
IN: HOOK – HARWICH NIGHT SAILING
Travel any day (subject to availability)

Price includes berth in 4-berth cabin and full live entertainment.

Included in the offer is parking for the coach – and your driver can travel with the group free of charge.

We can provide accommodation in 2-berth cabins, at a supplement of £8 per berth.

Meal vouchers are also available (at extra cost) – Please phone 0255 243333 for meal details.

TO BOOK A GROUP ON A MINI-CRUISE PHONE 0800 282251

LINE 0800 282251 FAX: 0233 646024

Norwich hotels peg group rate

TWO three-star hotels in Norwich have pegged their group prices for 1991 at under £30 a head half-board.

At the Hotel Norwich, with 102 rooms, the price per head starts at £22 while the Hotel Nelson reflects its better location on the river with prices starting at £28. These are Sunday prices, though, with midweek half-board rates of around £30, based on a shared twin or double room.

The Property Partnerships hotels both stick to a Charter of Co-operation for groups. This promises that coach passengers will get as warm a welcome - if not warmer - than individuals.

Themed breaks, including a Supernatural Norwich break taking in the ghosts of Norfolk's capital, add a special flavour to this winter's group business. The themed days must be pre-booked and add around £10 to the half-board tariff.

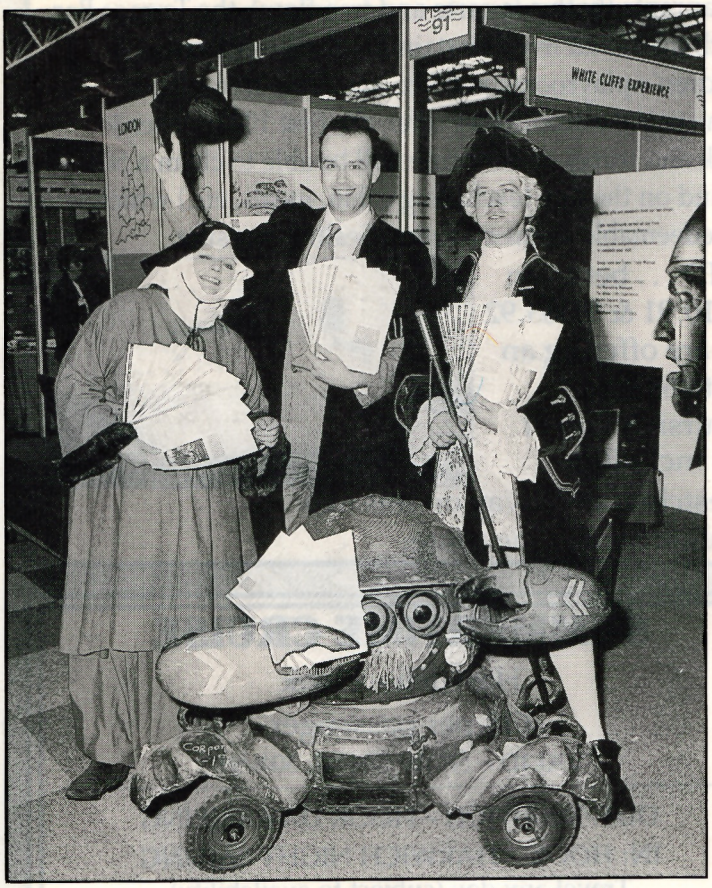
'The Hotel Norwich has given a lot of thought to coach parties and made the conscious decision to get away from the word 'tours' - we consider we are always dealing with individuals,' says Phil Dixon, the hotel's assistant general manager.

'To make this point, and unlike many hotels, we offer a full choice on the menu. Nothing is unavailable to coach groups.'

Mr Dixon says any itinerary can be organised on request, with Constable Country, the Broads, windmills and coastal resorts virtually on the doorstep. The city itself has many historic buildings and the surrounding area some fine old houses.

Next year's big theme will the the 50th anniversary of the establishment of American airmen in East Anglia. There are expected to be thousands of American visitors and at least an equal number of Britons trying to track down old friends from the war years and later. Both hotels are well-placed for this event.

Hotels Norwich and Nelson sales manager, Jane Mattin, can be contacted on 0603 626502.



The team from the south east - including Colonel Crabbe - launch their new trade manuals.

Launch for trade manuals

FULL details of group visits to four of the South East's top visitor attractions are contained in new travel trade leaflets.

The White Cliffs Experience, A Day at the Wells (based at Tunbridge Wells), The Oxford Story and Canterbury Tales give full information on admission rates, coach access and parking and a summary of the attraction on a simple A4 leaflet, which can be mounted in a ring binder.

The guides, launched at MOOT '91, are available from Heritage Projects Ltd, United House, Piccadilly, York YO1 1PQ, Tel:0904 646411.

Make more money with a museum tie-up

CONSORT Hotels' head of marketing has called for a tie-up between museums and hoteliers.

Consort's Martin Evans says the problems of both hotels and museums - particularly those with flagging numbers of visitors - could be solved by special interest weekends tied in with museum exhibitions.

Consort suggests painting or photography exhibitions as being ideal but says museums could do more by simply liasing more frequently with hotels on a day-to-day basis.

Consort Hotels is based at Ryedale Building, Piccadilliy, York YO1 1PN, Tel: 0904 620137.

Hot prices at Hilton

THE Hilton hotel group is offering low summer rates to coach operators, with an emphasis on UK visitors.

Bed and breakfast in one of the London Hilton hotels starts at £21.50 while the provincial hotels offer half-board accomodation, starting at £25 per night. The group rate prices will be held until August 31, says the Hilton group.

Special interest breaks are also being tailored to suit coach operators by the 35-hotel chain. Just about every outdoor pursuit, historical weekends, wine appreciation breaks and even antique collectors' weekends are on offer. A free place for every 15 paying is an added incentive.

Full details of Hilton Hotels and facilities can be obtained from Hilton UK, PO Box 137, Millbuck House, Clarendon Road, Watford, Herts WD2 4WY, Tel:0923 50222.

Priority card is successful

LIGHTWATER Valley theme park is reporting growing support for its Leisureforce Privilege Card launched last year. The benefits of joint advertising campaigns, free open days and priority booking has struck a chord with operators and the appeal has broadened to such an extent that London operators are now using the attraction, says Lightwater Valley. This year, it is aiming at 500,000 visitors.

COACHES WELCOME

OXFORDSHIRE

The Bear Inn

Is ideally placed on the B4100 for Banbury, Bicester and Brackley.
With a warm friendly atmosphere this olde worlde coaching inn offers home cooked food and real ales. Situated 1 mile off Junction 10 on the M40 it is central for the **Cotswolds, Blenheim Palace, Silverstone, Towcester, Cheltenham, Newbury and Ascot Races.**
★ Breakfast ★ Lunches ★ Dinner buffets ★ Driver free ★ Ample parking ★ Disabled facilities
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★ ATTENTION COACH COMPANIES AND SPECIAL ORGANISATIONS e.g. OAP, MENTALLY HANDICAPPED ★
★ TO OUR SPECIAL OFFER FOR MARCH, APRIL, MAY AND JUNE ★
We are offering four days Monday to Friday Bed/Breakfast/Evening meal at a price of £51.00 inc VAT
En suite facilities will be £2.10 per person per day extra.
In these four days we will be having:
★ A Happy Hour nightly ★ One night's entertainment
★ Organ or disco each night ★ A light supper nightly.
Free accommodation for driver/party organiser with twenty or more.
For further details tel. 0253 41928 (16982/HO)

BEDFORDSHIRE

CREAM TEAS

Lunches & afternoon tea,
by arrangement,
Open all day

THE ANGEL

400 years old Inn next to duck pond on pretty village green.
3 mins from M1 Junction 12, near Whipsnade Zoo & Woburn.
Tel. 05255 2380
Ask for Paula
(A member of S. Beds Tourism Assoc) (18357/HO)

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Telephone: 06542 4452
Telex: 66587 Fax: 06542 4469
(18084/HO)

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NOW AVAILABLE AT THE *MEDEHEMSTEDE HOTEL*

13th July and 31st August (1 week)

This family run hotel is situated 5 mins from beach and town centre. With 56 bedrooms, 16 en suite and tea/coffee facilities in all rooms, choice of menus, entertainment 4 nights, ample coach parking.

Other dates also available

For further details

Tel. 0983 862101 (18146/HO)

THE HOTEL THAT TAKES CARE OF YOUR CLIENTS

Providing great fun, fine foods and excellent service. Special catering for all the needs of your coach party.
★ Colour TV and tea/coffee facilities in all rooms ★ Completely refurbished for 1991 ★ Special offers available
Superior in hotel entertainment at the

Hotel European

Tel. 0983 403366 (18675/HO)

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AS FEATURED ON YORKSHIRE TELEVISION

YE OLDE CHESHIRE CHEESE INN CASTLETON (BLUEJOHN)

17th Century Coaching Inn, seating 149. Excellent home cooking. Coach parties catered for by appointment.
For further details contact Paul Cunliffe (0433) 20330 (Les Routiers)
(17005/HO)

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NEWQUAY
PARADISE BEACH HOTEL
Watergate Bay, TR8 4AB

A family run hotel 200 yards from beach. Newquay approx 3½ miles. 21 en suite rooms with col. T.V., tmkrs, hairdryer, telephone, CH, sauna, solarium, games room, lic. bar, dance floor, laundry room, choice of menu, entertainment.
WEEKLY OR SHORT BREAKS AVAILABLE
From 28th Sept – 5th Oct
12th Oct – 19th Oct
26th Oct – 2nd Nov
and all November
Contact: Ann Thomas on
(0637) 860273 (18678/HO)

THE PINE LODGE HOTEL

We have **special** weekly breaks available during **JUNE & JULY**
★ Prices from £95.00 per week + VAT from Sunday-Saturday
★ Bed, breakfast & evening meal
★ All rooms en suite
★ 3 nights entertainment
Tel. 0208 850236 office hours or 0637 850891 even/weekends
(18576/HO)

THE GLENEDENE HOTEL

Edgecombe Avenue, Newquay, Cornwall TR7 2NH

● 30 bedrooms, some en suite
● Excellent location, 6 mins from town, 50yds from beach, on level ground
● Licensed bar ● Dance floor
● Entertainment ● Pool table.
TV with Satellite Channel in all rooms and tea/coffee making facilities.
PRICES £75-£122
Full English breakfast and four course dinner
● ***COACH DRIVER STAYS FREE***
0637 873295
1991 bookings now accepted
(17461/HO)

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PRESTBURY PARK HOTEL

Central to town and beach, 25 rooms, some ensuite, excellent home cooking with evening entertainment.
★ NOW OFFERS ★
★ VACANCIES WEEKS COMMENCING ★
29th JUNE
£11.00 PER DAY B&B/EV.M.
★ 25th MAY
£12.00 PER DAY B&B/EV.M.
★ ANY AUGUST WEEKS
£15.00 PER DAY B&B/EV.M.
FOR FURTHER DETAILS
tel. 0803 293588
(18677/HO)

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★ Excellent location – very near A5 and M1 (J14) just a few minutes drive
★ Very close to main shopping mall
★ A 'free house' offering a wide range of traditional ales with 'fabulous home cooking'
★ We have ♿ facilities
★ Coach parties catered for by appointment
For further information
Tel. John Tyler on (0908) 676346
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TRADE SALES (vehicles) – Contact Sally Wright. PRODUCTS & SERVICES – Contact Steve Gibbons. **Display:** £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.
APPOINTMENTS – Contact Christine Bunting. **Display:** £12 per single column centimetre. 20% repeat discount.
COACHES WELCOME, MEALSTOPS, FEATURES – Contact Ruth Kitchen. **Display:** £11 per single column centimetre. Series discounts available. Please phone for details.
Copy deadline: 1pm Tuesday for Thursday's issue. **Cancellation deadline:** 11am Tuesday.

BARGAIN BUSES

BARGAIN BUS
1987 E BEDFORD CF2
12 seater minibus, 1 owner, lovely condition, 66,000 miles, MoT Sept '91.
£5,000
Tel. 023683 333/777
(18537/BB)

BARGAIN BUS
COACHMART No 1 IN THE INDUSTRY

BARGAIN BUS
WANTED FOR CASH
For driver training.
Fax your offers to:
J. Davies, 0984 56667 or 0984 56310. (18952/BB)

BARGAIN BUS
BEDFORD PJK 29 Seater, 1982
Taxed & tested July, owned by us since new, good condition, clean inside and out, sale due to update of fleet.
£9,750 + VAT ono
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(18535/BB)

BARGAIN BUS
LEYLAND ROUTEMASTER 1425
Previously used as a promotional vehicle. Needs very minor repairs. Some glass broken.
No reasonable offer refused
0527 550053 (W/Midlands)
(18499/BB)

BARGAIN BUS
1984 VOLVO B10M IRIZAR PYRENEAN EXECUTIVE
49 recliners, toilet, drinks, TV/video, PA etc. Finance company snatchback.
£42,500 ono
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(18984/BB)

BARGAIN BUS
1964 AEC REGENT V
Open top decker, 73 seats, full tonneau cover, all new lower body panels, excellent condition throughout, taxed and tested, will easily C.O.F.
Offers £5,000 + VAT.
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BARGAIN BUS
MINIBUS
TALBOT EXPRESS
14 seater PSV conversion. Available immediately.
£12,500 + VAT
Tel. (0934) 852391
(0272) 872027
(18679/BB)

BARGAIN BUS
1980 (V) BRISTOL VRT
Series 3, Gardner 180, 74 moquette seats, MoT March 1992.
O.I.R.O. £7,500
Tel. 0933 318942 (Northants)
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BARGAIN BUS
W REG FORD PLAXTON 360 TURBO
53 seats, like new, MoT August 1991, good all round condition.
£8,900 + VAT
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1973 BEDFORD WILLOWBROOK COUNTRY BUS
41 seater, PSV tested, good running order, pensioned off, ideal for conversion or vintage collector.
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BEDFORD

1983 BEDFORD YNT DUPLE, 53 seater, very clean for year, MoT April 1992, taxed until March 1992, Express doors, speed limiter, wheeltrims, radio cassette, curtains, centre carpet. **£14,500 + VAT.** P/x considered. **Tel. 0772 749358 or 747329.** (18612/BE)

BEDFORD Dominant IV, tinted and double glazed windows, recon turbo engine, X Reg, 51 seats, 12 months test, offers. **Tel. (0328) 710589.** (19002/BE)

1973 YRT. 53 seats, tested 9-4-92 (Leyland 401 engine). **£2,000. 1975 PJK,** 29 seats, tested 4-3-92. **£2,000.** All in daily use. **Stoniers 0782 214184, 0782 412372 evenings.** (18992/BE)

1974 YRT, 53 seat Plaxton coach, daily use, good order, MoT 20.7.91. **£2,250** or exchange Mini or LH Service Bus. Cash adjustment. **Tel. 0736 762561.** (18977/BE)

1980 BEDFORD YMT. Plaxton Supreme IV, 53 seater, radio, PA, power door, MoT April 1992. Very nice condition. **£8,250 ono. Chivers Coaches, 0252 703446 (Surrey).** (18978/BED)

BEDFORD 1974 DUPLE Dominant, 29 seater, MoT December 1991, taxed June, reliable motor, reasonable condition. **£2,000 ono + VAT. Tel. 0942 873599 Atherton, near Manchester.** (18477/BED)

BEDFORD CF 12 seater minibus, X Reg, 1982, new MoT, seats remouqetted, quick sale, **£1,900 + VAT. Tel. (0222) 884648/9.** (18641/BE)

CHOICE OF TWO 1983 BEDFORD YNT DUPLE
53 seats, tested February 1992 and December 1991. Good all-round condition.
£15,000 ovno + VAT each
P/X considered.
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(19005/BE)

BEDFORD YMT DOMINANT, 1980, 53 recliners, new front and panels fitted, 12 months MoT, must be seen to appreciate. **£6,500. Tel. 0462 814695 or 0860 860709.** (18959/BE)

BEDFORD YNT 1983 500 TURBO, Duple Dominant IV, 53 seats, ZF gearbox, tinted double glazed windows, Telma, taxed and tested. Very good clean condition. **£17,500. Tel. 0642 476436.** (18475/BED)

DAF

1984 DAF BOVA EUROPA 3
49 seat + courier, full exec, TV/video, toilet, drinks machine, Webasto heater, 1 full year's test.
£29,950 + VAT ovno.
1982 DAF BOVA EUROPA 1
TV/video, drinks machine, Webasto heater, 1 full year's MoT certificate. Private plates.
£19,950 + VAT
TEL: 071 935 0072
(19007/DA)

JUNE 1984 DAF 230 JONCKHEERE P599
51 reclining seats, video, drinks machine, toilet, carpets, immaculate condition.
FIRST TO SEE WILL BUY.
£42,500 ono + VAT
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(18643/DAF)

DAF

1987 DAF DUPLE 340, 53 seats recliner, drinks machine, toilet. Eleven months MoT. Reduced price **£37,000 + VAT ono. Tel. 0782 744744.**
(19011/DAF)

1980 DAF MB200 DKTL PLAXTON SUPREME, Executive, private plate, 48 recliners, toilet, TV/video and coffee machine, recent new gearbox and clutch, MoT April 1992, **£14,000 + VAT ono. Tel. (0833) 37341 Co Durham.**
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BRISTOL RE SERVICE BUSES

ECW bodies selection available. Various tests and price from

£2,500 + VAT.

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(19017/BR)

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1989 'G' JAVELIN CAETANO 3-35, 149kms from new, 49/53 recliners, demountable shades toilet and servery, excellent condition, part exchange possible. **£62,500 ono. Tel. 0268 783878 (Essex).**
(18479/DE)

1989 DENNIS JAVELIN DUPLE 320, 53 seater, low mileage, courier seat, radio, tape, PA, excellent condition, **£52,000 ono. Henleys, Abertillery. Tel. (0495) 212288. PX considered.**
(18642/DE)

LEYLAND

1984/85 LEYLAND TIGERS 245

51/53 seats, recently repanelled and repainted, MoTs Feb '92, superb condition, ready for start of season. Choice of two. Private plates if required.

£35,000 each ono + VAT

Tel. 0924 466766
(18538/LE)

LEYLAND TIGER, 1984 Plaxton Paramount 3200, excellent condition, **£29,500 + VAT. Tel. (0443) 672207.**
(18956/LE)

1982 LEYLAND CUB, Duple Dominant service bus, 31 seats, 7ft 6in wide, low mileage, new test, lovely condition. **£7,500. Tel. 069887 242/289/264 eves/w/ends.**
(18569/LEY)

1989 (F) LEYLAND TIGER 260 12M COACH

Duple 320 with 'L' pack. Fitted with express type doors and destination gear.

£59,000 + VAT

Tel: P.F. Collier, Bebb Travel. 0443 204211
(18515/LEY)

1977 LEOPARD PLAXTON SUPREME, 10 months test, power door, 55 seats, 12 metre, radio/PA, curtains. **£7,250 ono. 1974 LEYLAND LEOPARD,** 51 recliners, MoT September 1991. **£3,250 + VAT. Tel. 0594 35476 (Glos).**
(18638/LEY)

1 X W REG LEYLAND LEOPARD PLAXTON, MK IV, 55 new seats also soft trim, tinted side windows, air door, destination dome, MoT. This coach has just had £6,000 spent on the interior and panels. **First £12,500 ono + VAT. A. COACH of HIGH STANDARDS, tel. 061 477 3325 days or evenings.**
(18481/LEY)

1983 TIGER DOMINANT IV

53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

£22,000 + VAT ono

Tel: 0202 537 568
(18407/LEY)

1983 TIGER 245

S/A Plaxton 3500, 48R, toilet, double glazed, Webasto, water boiler, MoT Feb '92, low mileage.

£28,000 + VAT

Tel. (0767) 312213 or (0860) 465029
(18991/LE)

MERCEDES

MERCEDES 609D, E Reg, 19 seater, Reeve Burgess boot, low mileage, unlettered, **£12,950. MERCEDES 609D,** 1990 G Reg, 21 seater, large boot, 65 klm, **£23,000.** P/X considered. **Tel. (0782) 317122.**
(19004/ME)

MERCEDES 0303 RHD 1983

53 recliners, plus courier, full Su-trak air cond, new clutch, service history from new.

£38,000 plus VAT

Tel. (0562) 710717 anytime West Midlands
(18607/MER)

1987 JULY MERCEDES 0303 RHD

(Full air conditioning). 49 reclining seats plus courier seat. Centre sunken toilet, driver's bunk, fridge/water boiler, TV, video, MoT April '92, excellent condition.

Choice of two

£65,000 + VAT each

Tel. (0928) 564515
(19015/ME)

BOVA

1985 BOVA EUROPA

53 recliners with courier, our usual top class condition, use your older vehicle as a deposit. MoT Nov '91.

£38,000 ono

Tel. HORTONS OF RIPLEY (0773) 742886
(18476/BO)

1 X 1984 BOVA FUTURA HIGHLINER EXEC, 49 recliners, centre sunken toilet, continental door, double glazed, air doors, drinks machine, Webasto, MoT. **£34,500. A. COACH of HIGH STANDARD. Tel. 061 477 3325 days or evenings.**
(18482/BO)

MAN VW

JUNE 1981 MAN SR280

48 recliners, retrimmed 1990, courier seat, video, toilet (new 1990), drinks machine, speed limiter. Recently fitted: new airbags, steering joints, batteries, tyres, tacho head. New ticket, private plates. Excellent value at offers around

£18,500

Tel. (0702) 588344
(18522/MAN)

MAN SR280 48 RECLINERS, toilet, TV, coffee machine, 55km since recon engine fitted by MAN agents, plated till Nov 1991, bargain **£17,500 + VAT. Tel. (0902) 630069.**
(18487/MAN)

1985 MAN SR 280 HI-LINER, 53 recliners + courier, Webasto heater, Sutrak air conditioning, Voith retarder, double glazed, tinted windows and blinds. Video drinks boiler, new engine March 1991, very nice condition. **£48,000 ono + VAT. P/Ex considered. Finance arranged if required. Tel. 0623 797460.**
(18540/MAN)

MERCEDES

1988 507D, 16 seater Reeve Burgess, 80,000 klms, original tyres, white with red and black relief, long MoT, **£12,800 ono + VAT. Tel. (0787) 310574 (Suffolk).**
(18993/MER)

FORD

SEPTEMBER 1978 FORD PLAXTON, 53 seats, radio/PA, power door, side locker. **£4,950 + VAT. Tel. 0604 890210.**
(18983/FO)

B REG FORD 53 seater, Dominant II, runs OK, no MoT. **S REG FORD,** 53 seater, Dominant I, engine requires attention, no MoT, **£1,950 + VAT. No offers. Tel. (0602) 784088.**
(18998/FO)

1980 DOMINANT II, 53 seater, MoT 6/1/92, taxed October, **£7,500. Tel. (0934) 833177.**
(18471/FO)

PLAXTON

PLAXTON LEOPARD, 57 seats, T Reg, 1979, Telma, new MoT, **£11,000 + VAT. Tel. (0222) 884648/9.**
(18640/PL)

SCANIA

1 X 1984 SCANIA P599 JONCKHEERE, completely refurbished to well above high standard, double glazed, tinted side windows, curtains, 2 TVs and video, Webasto, air conditioning, driver's bunk, centre sunken toilet, drinks machine, MoT. **£42,500 + VAT. A. COACH of HIGH STANDARD, tel. 061 477 3325 days or evenings.**
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CHOICE OF TWO 'F' REGISTERED SCANIA K92/ DUPLE 320

55 reclining seats, radio/cassette & PA. Centre carpet, curtains, air suspension etc.

£55,000 ono

P/X considered, finance can be arranged subject to status.

Telephone John Evans on 0302 330330
(19016)

TOYOTA

1987 TOYOTA CAETANO

19 seats, TV and video, drinks machine, forced air conditioning, PA system, telephone, curtains, MoT October 1991, good clean condition.

£19,450 + VAT

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(19006/TOY)

NEOPLAN

AUGUST 1983 NEOPLAN CITYLINER

49 reclining seats/courier seat, WC, TV/video, hot drinks, excellent condition, any inspection welcome.

£39,500 + VAT

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New 12 seaters from **£9,689,** ex-works, ex VAT, petrol, diesel and turbo diesel also available. Choice of colours.

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Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48	£82,500
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£72,500
1988	Bedford/Duple, Radio/PA	57	£52,500
1987	DAF/Caetano 11.6, Radio/PA	53	£67,500
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£70,000
Setras			
1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS Many extras (warranty)	49/53	£109,000
1988	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS	49/53	£ 92,000
1983	S 215 HD (Optimal), WC/Kitchen, Drivers bunk TV/Video, Retarder, Many extras (warranty)	49	£ 62,000
1983	S 215 H (Optimal), WC/Kitchen, TV/Video, Retarder Many extras (warranty)	49	£ 47,500

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1989	S210 H Super Luxury Coach - everything fitted	28	£ 79,000

New vehicles available from stock - other secondhand vehicles available.
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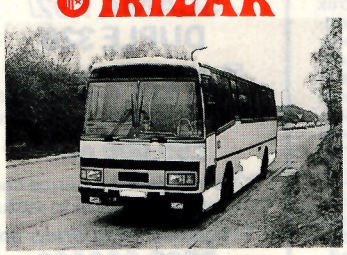

1983 VOLVO B10M

Plaxton 3200, 53 seats, MoT April '92, power door, radio, PA, re-panelled and re-painted in brilliant white, lovely condition, **£35,000.**

COACH AND MINIBUS RENTAL 25p per km or £220 per week (Scotland only)

P/X TAKEN

VOLVO K19 G/BOXES and CASINGS AVAILABLE

1985 VOLVO B10M IRIZAR PYRENEAN. 49 seats & courier, centre sunken toilet, Continental door, drivers bunk, double glazed, radio/PA, TV/video, coffee machine, MoT May '92, reconditioned inside and out and painted in 2 pack white **£49,500**

1979 BEDFORD YMT Duple Dominant II, 53 seats, manual door, unlettered, red/white, MoT January '92, radio, very nice inside and out, recommended..... **£7,000**

1981 BEDFORD YMQ Service Bus, '500 engine', 35 seats, power door, white with orange/black stripe, MoT May '92..... **£5,500**

Mercedes Minibuses and Volvo Coaches purchased for cash

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(15934/VO)

VAN HOOL VOLVO B10M (90). 49/53 recliners, toilet, coffee machine, Tempo 110, test February 1992.

PARAMOUNT 35 VOLVO B10M (89). 51 recliners, toilet, coffee machine, wired for TV, video, Tempo 100, test March 1992.

VAN HOOL B10M (88). 51 recliners, toilet, coffee machine, wired for TV, video. Test February 1992.

LASER VOLVO B10M (84). 52/51 seater, toilet, coffee machine, test February 1992;.

PLAXTON VOLVO B58 (801). 57 seater, test May 1992.

PART EXCHANGE CONSIDERED

Tel. 091 5264 222

(18558/VO)

VOLVO B10M P90 TWIN DECK

Full executive TV/video, new coffee machine, 57 recliners, lovely condition.

£39,000 ono.

Pat's Coaches 0978 752062

(19018/VO)

1984 VOLVO B10M Van Hool Alizee, Super High, full executive spec mechanically, coachwork and interior maintained regardless of cost, as new, **£50,000 + VAT. Tel. 091 386 5070 or (0836) 322241.** (19009/VO)

1982 B10M PLAXTON MK V, 53 recliners, air door, tinted and double glazed, side windows, Webasto, MoT, radio/PA cassette. **£25,500 ono + VAT. A COACH OF HIGH STANDARDS, tel. 061 477 3325 days or evenings.** (18480/VO)

1983 VOLVO B10M PLAXTON 3500, 53 recliners, double glazed, Webasto, radio/PA, hot drinks machine, centre carpet. **£41,000 + VAT. Tel. 023 383 325 Scotland & Bates, Appledore, Kent.** (19001/VO)

MINIBUSES

PEUGEOT DIESEL TALBOT

6 x 14 seaters, high back seats, 5 speed gearbox, all with current MoT, low mileage.

£9,500 ono + VAT

Tel. 081 343 4917 or mobile 0860 861831, 081 343 2229 Mr Jackson

(18624/MB)

MINIBUSES

TRANSIT, 12 seater, LWB, PSV, 1982, good reliable condition, rest until April 1992, used daily. **£1,595 + VAT. Tel. 0249 782401.** (18549/MB)

1983 TRANSIT 12 seat, LWB, PSV, diesel, overdrive, MoT February 1992, tidy vehicle, service records available. Recent repaint. Taxed and ready for work. **£2,300 + VAT. Tel. 0706 42966.** (18548/MB)

MINIBUSES

IVECO 35-8 DIESEL, 15 high-back moquette seats, reg November 1985, MoT November 1991, excellent condition, runner. **£4,000 + VAT. MERCEDES 608D,** 21 moquette seats, B reg, August 1984, MoT August 1991, good all round condition. **£9,500 + VAT. Tel. 061 789 0939.** (18486/MB)

PMT ENGINEERING

Ex-Demonstrator 33 seat AMI Coach

New 33 seat AMI Coach

New 20 seat DAF 400 Minicoach

Contact: Helen Bailey (0782) 744744

(18693/MB)

IVECO 35.8, B REG, 14 seats, PSV tested to 26/3/92, Robin Hood conversion, high roof, **£3,850 + VAT.** W & H Motors. **Tel. (0293) 540024. Crawley, W/Sussex.** (19012/MB)

1987 FORD Transit Minibus, 14 seater, PSV, good condition, **£5,500 inc VAT ovno. Tel. 091 2656 747.** (19008/MB)

1981 MERCEDES 508D, Reeve Burgess, 19 high back seats, £1,200 spent on vehicle recently, PSV, MoT December 1991, **£5,250 + VAT. Tel. (0949) 837526.** (18474/MB)

M-2-M

EX-STOCK
MERCEDES 609D COACH
24 seats, Dropwell boot, fully luxury specification. On the road **£27,000.**

EX-STOCK
MERCEDES 408D COACH
16 seats, forward facing, power steering, luxury spec. On the road **£19,000.**

IN BUILD – 3 WEEKS
FORD DORMOBILE
16 seats, full height entrance, soft trim interior. On the road **£19,500.**

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14 seats taxi-bus. On the road **£10,500.**

THREE WEEKS
LEYLAND DAF
16 seats, luxury spec. On the road **£16,200.**

Tel. 061 494 6117

(18988/MB)

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811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

308 MERCEDES, 12 seat, luxury.

USED

1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 814, 26 seats, electric door, large boot.

1986 TOYOTA OPTIMO. 19 seats plus courier.

1986 TALBOT EXPRESS, 14 seats.

1986 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608. 21 seats.

1982 MERCEDES, 19 seats.

1980 MERCEDES, 12 seat, low roof.

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1988 811 MERCEDES ALEXANDER, 33 + standees.

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BLACKPOOL TRIMSHOPS have for sale a quantity of coach moquettes, suitable for minibuses. All colours and designs available.
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TOYOTA OPTIMO GL, 18 + 21 seats, choice of 3 (1988), cost per week **£184.14 + VAT**

TOYOTA OPTIMO GL, 21 seaters, (1987), cost per week, **£177.32 + VAT**

LEYLAND CUB (Optare Bodied), 33 + 8, full auto, power steering, moquette seats, air door (1986), cost per week **£117.99 + VAT**

IVECO FORD 45:10, 18 seater, full coach interior, cost per week **£112.53 + VAT**

Prices quoted are based on a 3 year hire purchase with 20% + VAT deposit. Ring for details on easy payment plans to suit your business needs. Cash sales also available.

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1976 BEDFORD PJK, 33 seater.....**£3,500 + VAT**
1976 BEDFORD YMT, 53 seater.....**£3,500 + VAT**
1979 FORD R113, 53 seater.....**£6,500 + VAT**
1983 MERCEDES 608D, 19 seat Reebur.....**£12,500 + VAT**

For more information tel. Brian Bird on

WEST DURHAM COACH SALES LTD

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Freight Rovers or Mercedes Benz – 507 – 609 – 709 up to 26 seats plus courier.

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Delivery & Collection can be arranged.

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FULL STAGE SPECIFICATION CARLYLE BODIED MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT, 16 seat, from **£4,750**
1986/7 'D' SHERPA, 16 seat, from **£4,250**
1987 'D' SHERPA, 20 seat, from **£5,950**
1989 'G' SHERPA MK II, 20 seat, from **£16,500**

AVAILABLE NEW FROM STOCK
33 SEAT MERCEDES 811D PSV STAGE CARRIAGE SPEC,
automatic transmission, Telma retarder, tachograph **£39,950**

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
CONTACT ANDY GREENWAY FOR FULL DETAILS AND THIS WEEKS STOCK LIST

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability. Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

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CARRIAGEWAYS

NEW VEHICLES, ALL MAKES SUPPLIED

1988 LT50 TURBO DIESEL, 23 seater luxury 'Sprinter', coach body forced vent, power door, curtains, rear boot, test March '92, 30+ MPG.

1987 (E REG) TALBOT DIESEL PULLMAN, 22 seater bus, power door, test Feb '92.

1987 TALBOT DIESEL PSV, 16 seater or 12 + 4 wheel chairs with tail lift, new test.

1986 FORD TRANSIT D1 DIESEL BUS, 16 seater + 5 standees, power door, Eberspacher heater, test November 1991.

1983 A REG MAN DIESEL RIVIERA REEVE BURGESS, 28 seater, power door, forced vent, large boot, test September 1991.

1985 IVECO DAILY PETROL High roof, 14 seater. Test June '91.

Offers considered on above vehicles, part exchange, hire purchase, leasing or hire.

Tel. (0234) 740057
(Bedford) or (0831) 372763
FRANK CHANDLER 24 HRS
(18955/MB)

BARGAIN OF THE WEEK. 1987 Freight Rover 350 diesel, 16 seats + 5 standees, power door, destination board, PSV till August 1991, engine needs attention. **£2,995 + VAT. Tel. 0249 782401.** (18987/MB)

NORTH WEST COACH SALES LTD

Deal direct with the Manufacturers
The quality PSV and Welfare converters

MERCEDES 410D; 16 high back moquette seats, full soft carpet interior trim, 2 full length luggage racks trimmed in carpet, lift up roof vent, 2 speed saloon heater, radio/cassette with 4 speakers, bronze tinted windows, fluorescent saloon lights with night light, moquette centre roof stripe, floor overlaid with heavy duty lino with rubber gangway, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road **£119.50 per week**
Stock

MERCEDES 609D; 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet, full size [illegible]n lift up roof vent, framed bronze tinted windows, deep Dropwell fibreglass [illegible] fibreglass skirts, radio/cassette with 4 speakers, fluorescent saloon lig[illegible] fittings, moquette centre roof stripe, 2 speed saloon heater, wheel trims, des[illegible]uon dome and equipment, gliding power door, heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.

SOLD

Price on the road **£169.94 per week**
Stock

MERCEDES 609D; 24 seat service bus, 24 moquet[illegible] seats with top hand rail, full soft carpet trim, framed bronze tinted windows, [illegible] to floor, destination dome and equipment, glider power door 2 x 2 spe[illegible]eaters, full size lift up roof vent, fluorescent saloon lights with night light fittin[illegible]

SOLD

Price on the road **£154.25 per week**

MERCEDES 814D MIDI EXECUTIVE COACH

To various specifications

1987 E Reg 29 seat Mercedes 814 6 cylinder coach
1988 E Reg 29 seat Mercedes 814 6 cylinder coach
1988 E Reg 16 seat Freight Rover 300 minibus
Prices do not include VAT
Finance arranged subject to status
Conversion also on RENAULT/FORD/TALBOT EXPRESS VEHICLES

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AFTER HOURS
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(16883/MB)

LATE 1989
SHERPA DAF 400 TURBO
with air suspension, MoT October 1991, 16 high back seats, radio cassette, excellent condition.
Bargain £11,900 + VAT
0905 772301 or 0831 11305
(18953/MB)

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UNCLASSIFIED

1979 BEDFORD YMT 53 seat Plaxton Supreme, wheel trims, PA, MoT 4/92, **£6,000 ono + VAT.**
TWO 1980/81 LEYLAND LEOPARDS, 53 seat Plaxton Supreme, wheel trims, power doors, PA, heater, MoTs 11/91, 2/92, **£14,200 ono + VAT**
1979 LEYLAND LEOPARD, 48 seat Plaxton Supreme, wheel trims, power doors, PA, heater, curtains, MoT 5/92, **£12,800 ono + VAT**
1982 LEYLAND LEOPARD, 51 seat ECW, power doors, PA, heater, MoT 4/91, **£18,200 ono + VAT**
1984 LEYLAND TIGER, 51 reclining seats, Plaxton PMT high line, power doors, PA, radio cassette, toilet, TV, wheel trims, double glazed, curtains, carpet, MoT 1/92, **£30,500 ono + VAT**
FOUR 1982 VOLVO B58 DUPLE 4, Telma, 53 reclining seats, PA, radio cassette, double glazed, curtains, MoT 2/92, **£19,500 ono + VAT.**
1984 LEYLAND OLYMPIAN ECW DOUBLE DECK, 64 coach seats, soft trim, PA, radio cassette, wheel trims, MoT 4/92, **£35,800 ono + VAT.**

Contact Chris Squibb (0983) 522456
(18951/UN)

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(18749/AV)

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We only use MASON's paint

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£66	£149	£175	£270	FAST TRANS-FERS
AEF 881A	OIB 7963	GIL 8602	AXI 709	10 DAYS
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FBZ 1466	UXI 2446	BUI 4831	POI 1667	PIB 2472
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GBZ 2742	UXI 4405	DDZ 2597		PIB 2457
HXI 2563	WIA 9791	GBZ 1909	£350	PIB 2467
IDZ 6218	XOI 2961	GIL 9054	OSU 364	
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LIW 4870		HIL 3189	ESK 881	
LIW 4871	£175	JAT 63L	GJI 860	
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Fully equipped workshop offering specialist coach servicing and repairs.

★ Accident damage and resprays ★

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Full exec spec, including toilet, drinks, d/glazing etc. 51 reclining seats.

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Special breakdown vehicle available

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Excellent service
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Comprehensive stocks of new/ remanufactured service exchange units
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1981 VOLVO B10M ... NCKHEERE HIGHLINE, 38-s... itive, MoT 17/1/92, to... at, **£28,000 ono + VAT** ...ecuric Coaches on **0206 824363.** (18313/VO)

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Send to: Coachmart Classified, Wentworth House, Wentworth Street, Peterborough PE1 1DS

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VOLVO

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UK's Leading supplier of: ● **NEW** ● **RECONDITIONED** ● **USED SPARE PARTS**

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VOLVO – SCANIA – ZF – DAF – MERCEDES – LEYLAND – BOVA – NEOPLAN – SETRA – FORD – BEDFORD

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- *Blocks*
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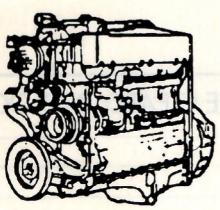

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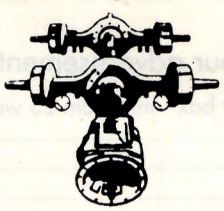

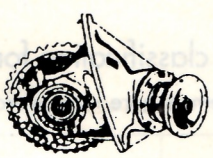

- *Gearboxes*
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SERVICE ● EXCHANGE ● REPAIRS ● SPARES

Nationwide Delivery Service
All Units Guaranteed

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DIESEL ENGINEERING LTD

(0703) 652288

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FAX: (0703) 651199

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Reconditioned, service exchange, 12 months guaranteed.

£625 + VAT

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REDUNDANT BUSES & COACHES

★ Top prices paid for all scrap vehicles
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FOR SALE
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"We offer you the most up-to-date unbeatable CPC material you can find. We guarantee our national courses by offering you a free course and your money back if you fail."
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COACH RETRIMS AT A REALISTIC PRICE FROM £1,000
(15880)
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COACHMART SUBSCRIPTION STILL ONLY £45

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BLACKPOOL TRIMSHOPS Ltd + **BUS & COACH SEAT SUPPLIES**

WATCH YOUR OWN SEATS RETRIMMED... THE SAME DAY!!!

COURIER SEATS, DRIVER SEATS, MINIBUS SEATS, DUPLE TABLES, TOILETS FITTED & GAITERS

for the complete seating service, call
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BUSINESS LINE DIRECT FOR AN IMMEDIATE DECISION ON
★ COMMERCIAL FINANCE
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No fees – No fuss
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Nationwide Service
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or RON TELFORD evenings and weekends 0625 872742
(Written details available on request)
(18738/FI)

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by
the specialists
KEVWIN
TRIMMERS
PETERBOROUGH
(0733)
238583
(16036 TR)

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VEHICLE LIVERY

WE OFFER A COMPLETE SERVICE

VEHICLE LIVERY WITHOUT QUANTITY RESTRICTIONS.

- PRE-SPACED CUT OUT SELF ADHESIVE
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ALL STANDARD COACH TRANSFERS.
SELF ADHESIVE OR VARNISH FIX.
NO SMOKING, ALCOHOL ON P.S.V. WARNING STICKERS ETC.
EX STOCK BY RETURN OF POST.

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PROLIFT
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GIVE A LIFT TO YOUR BUSINESS

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As already supplied to leading coach and bus operators, fire brigades, and major haulage contractors.

Fast deliveries assured.

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BANK MANAGER A WALLY? Creditors pressing? – Want to start up, need help? **Tel. 0767 683075.** (18653/BO)

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Wishes to Meet
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COACH FLEETS & PREMISES
Confidential Replies to:-
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Authorised by the Institute of Chartered Accountants in England and Wales to carry on investment business
(18997)

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COACH INSURANCE
Fleet and single vehicle operators, Continental extensions
CONTACT:
LAWRIE INSURANCE CONSULTANTS LTD,
7 Cray Buildings,
Footscray High Street,
Sidcup,
Kent DA14 5HL
Tel: 081 302 7521 7522
(15904/CI)

WANTED

HIGH BACK SEATS to fit minibus also good diesel engine to fit Mercedes 508, possible reconditioned exchange unit. **Tel. 0249 652319 or 0249 720200 (Wilts).** (18986/WA)

MERCEDES 307D, 12 seater Hi-roof, 1987 onwards, low mileage. **Tel. 091 267 7109.** (18982/WA)

COACHMART SUBSCRIPTION
STILL ONLY
£45

COACH INSURANCE

COBRA INSURANCE SERVICES LTD

Specialists to the Bus and Coach Industry

★★★★★★

★ Fleet and single operators
★ SPECIAL DISCOUNTS FOR NEW VENTURES
★ Continental extensions daily/annually arranged
★ Exclusive facility for taxi operators, both public and private hire.
★ Instalment schemes

Tel. (0440) 708482/705548
Fax. (0440) 705565

(17888/CI)

Wrightsure Insurance Services

We have over 20 years' experience of arranging insurance packages for coach operators

★ ★ ★ ★

Cover arranged for single vehicles and fleet operators

★ ★ ★ ★

Continental Extensions arranged on a daily or annual basis

★ ★ ★ ★

NEW VENTURES ESPECIALLY WELCOME

★ ★ ★ ★

Exclusive facilities also available for Loss of Use cover

★ ★ ★ ★

Drivers' medical/repatriation expenses

★ ★ ★ ★

Employers'/public liability

★ ★ ★ ★

Legal expenses including recovery of policy excess, loss of use claims, motoring prosecution defence, drivers' hours, construction and use regulations

★ ★ ★ ★

Passenger/Drivers' effects

★ ★ ★ ★

INSTALLMENT FACILITIES AVAILABLE

★ ★ ★ ★

Please contact:

THE WRIGHTSURE INSURANCE GROUP
Northern Office
27 Booker Avenue, Liverpool L18 4QY
Tel: 051-724 2266. Fax: 051-724 6427
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62 Maidstone Road, Grays, Essex RM17 6NF
Tel: 0375 378371. Fax: 0375 390087

BUS & COACH COUNCIL
Associate Member

BUSINESS FOR SALE

Middlesex Coach Business For Sale

To include 13 assorted modern vehicles as well as various school and works contracts, plus a very good private hire client base. Also, yard and office available if needed.

Principals only need apply to:

BOX NO 18996
COACHMART
Wentworth House,
Wentworth Street, Peterborough

(18996/BFS)

LONG ESTABLISHED FAMILY COACH BUSINESS FOR SALE

Bolton/Lancs area. Four fairly new vehicles with school and works contracts and private hire. Garage on lease from Council if required.

3 bed house available if required. Reason for selling this profitable business – retirement.

Please apply to
Box No. 18961
Coachmart, Wentworth House, Wentworth St, Peterborough

(18961/BFS)

Would like to retire...

A small coach company specialising in holidays and day tours. A season's bookings. Volvo B10M Exec. Central South Coast. 4 bed house possible.

Box No. 18565, Coachmart, Wentworth House, Wentworth Street, Peterborough

(18565/BFS)

1ST CLASS OPPORTUNITY

VIP executive class coach company in the entertainment industry. Excellent client base. Extended tour work covering 90% of the year. Locatable anywhere in UK. Vehicle fleet – Volvo Van Hools – all in immaculate condition. Genuine reason for regretted sale.

Principals only need apply to:

Box No. 18995, Coachmart, Wentworth House, Wentworth Street, Peterborough

(18995/BFS)

COACHMART NO. 1 FOR INDUSTRY NEWS.

TENDERS

NORFOLK COUNTY COUNCIL HIGHWAYS DEPARTMENT

Tenders are invited for the provision of Local Bus Services in various parts of Norfolk commencing 28th July 1991.

Tender forms including full details are available on application to the County Surveyor, County Hall, Martineau Lane, Norwich, NR1 2DH, and must be returned to the County Solicitor by not later than 3p.m. on 30th May 1991.

(18958/TE)

COACHMART The sensible way to sell your vehicles

SELL YOUR VEHICLE WHERE MOST OPERATORS SELL THEIRS!

Coachmart – the coach industry's market place

3 WAYS TO SELL IT FAST

1. STANDARD POSITION

Is like this!

FORD

1982 R1114 DUPLE MK IV, curtains, side lockers, Telma, twin tanks, radio, pa, cassette, double glazed, very good condition, MOT April 1991 £14,000 Tel: 0733 898111

SELL YOUR VEHICLE FOR ONLY 50p PER WORD!

(VEHICLE SALES ONLY)

FROM ~~£1.50~~ + VAT

SPECIAL OFFER: ONLY £6.99 inc VAT
Minimum 25 words
Tel: 0733 898111

2. BARGAIN BUS

BARGAIN BUS

BEDFORD 466
Plaxton body, MOT and taxed reduced for quick sale.
£4,000

Is like this!

MAKE YOUR VEHICLE A BARGAIN BUY!
ONLY £25.00 +VAT (Maximum 25 words)
TEL: 0733 898111

3. PICTURE COACH

Is like this!

DISPLAY YOUR VEHICLE PLUS UP TO 30 WORDS!
ONLY ~~£56.00~~ + VAT*
Tel. 0733 898111

*** Special Offer – Only £27 + VAT!!!**

THE BETTER YOU TELL IT - THE FASTER YOU CAN SELL IT!

1. Choose your advertisement style (please tick)

A STANDARD POSITION	B BARGAIN BUS	C PICTURE COACH	D BOX NUMBER
minimum 25 words			
☐ x 50p = £ ☐	☐ x £25 = £ ☐	☐ x £27 = £ ☐	☐ x £8 = £ ☐
No of words + VAT	No of weeks + VAT	No of weeks + VAT	No of weeks + VAT

2. What is the best classification for your advertisement? _____

3. ▼ Start your advertisement here - one word per box - minimum 25 words - PLEASE WRITE CLEARLY IN BLOCK CAPITALS

4.
Your Name
Company Name
Address

Postcode Tel:

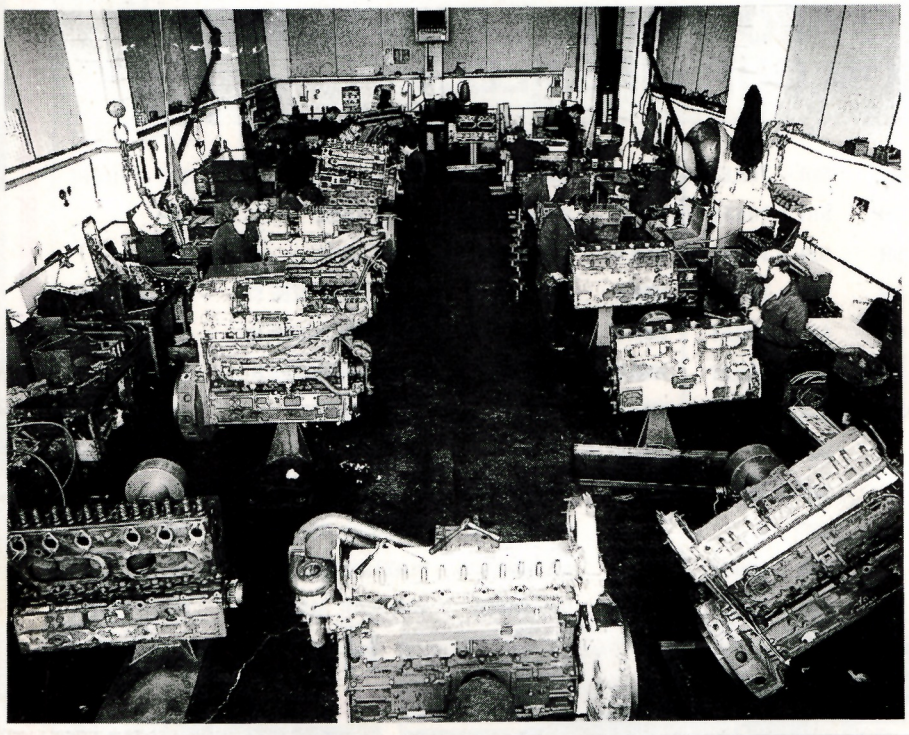
5. I enclose a cheque/postal order for £_____
Payable to Coachmart, or please debit my Acces/Visa card
No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Send to: Coachmart Classified, Wentworth House, Wentworth Street, Peterborough PE1 1DS

OR TEL: 0733 898111

Redbridge

ENGINES
TRANSMISSIONS
REAR AXLES



WAKEFIELD ENGINE PRODUCTION FACILITY

NORTHERN AREA
0924 369946
WEST YORKSHIRE

SOUTHERN AREA
081-561 7566
HEATHROW

VAN HOOL (UK) LIMITED

WE ARE NOW OPEN FOR VEHICLE SALES EVERY SATURDAY
BETWEEN 10 am – 4 pm
DURING OFFICE HOURS RING: 0933 440221

1990 EOS, 53 reclining seats, centre toilet, cont steps, powered cont door, courier seat, bunk, double glazed, curtains, carpet, Webasto, fridge, drinks machine plus many extras. Due in shortly.

1988 VOLVO B10M CAETANO ALGARVE, 49/53 seats, centre toilet, TV/video, courier seat, double glazing & curtains.

1984 MERCEDES V8 NEOPLAN CLUBLINER, 59 seater, radio, PA, tape, 2 TV & video, 2 tables, curtains, blinds, tinted glass, Webasto, power door, Cont door, toilet, water heater, courier seat, coffee machine, kitchen, side lockers and soft trim. New MoT.

1985 DAF GALAXY, 49/53 recliners, demountable rear sunken toilet, rear cont door & step, bunk, tinted double glazing, video, drinks machine, finish. SOLD

1988 DAF SB2305 DHS CAETANO ALGARVE, 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

1986 SETRA 215HD, 49 recliners, centre sunken toilet, Cont steps, powered Cont Door, wired for water boiler, video equipment, fridge, radio PA & tape, carpet to saloon, centre aisle, curtains to side windows, finished in white

1986 LAG PANORAMIC INTEGRAL KITCHEN COACH, 46 reclining seats, with rear servery, full air conditioning, centre toilet, continental step, water boiler, fridge plus usual executive features.

1984 VOLVO B10M GALAXY, 49 reclining seats, radio/PA/tape, one monitor video system, curtains, tinted dble glazing, power door, cont door & steps, toilet, water boiler, courier seat, drivers bunk, full soft trim. Due in shortly.

1989 LAG PANORAMIC INTEGRAL, 49 reclining seats, **full air conditioning,** radio, PA, tape, 2 monitor video system, carpets, curtains, tinted double glazing, continental door & steps, centre sunken toilet, bunk, Webasto, water boiler, fridge, Telma, full soft trim, new MoT.

1984 BOVA EUROPA MARK 3, 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA & tape and plug door, repainted in white.

1982 DAF PLAXTON SUPREME V, 47 seater, radio, PA, tape, TV/video, tinted glass, power door, toilet, water heater, courier seat, coffee and side lockers SOLD

1980 DAF PLAXTON SUPREME 10, 57 seater, radio, PA, tape, side lockers, power door, MoT applied for.

VANHOOL

AFTER HOURS & WEEKENDS CONTACT:
John Dover **084421 7994**or **0836 280951,** London and Eastern Area UK,
Malcolm J. Watkins **0568 84637** or **0836 349938, Western Area UK.**

VAUX ROAD, FINEDON ROAD INDUSTRIAL ESTATE, WELLINGBOROUGH, NORTHANTS NN8 4TG

VANHOOL

Hughes DAF

PLAXTON COACH & BUS

IKARUS

VANHOOL

Duple International

OPTARE BUS MANUFACTURER

HIGH QUALITY LOW MILEAGE COACHES FROM OUR HIRE FLEET

1990 G	SB3000DKV	PLAXTON 3500	53R
1990 G	MB230LT	VAN HOOL ALIZEE H	51R + TOILET
1990 G	SB3000DKV	VAN HOOL ALIZEE DH	51R + TOILET
1990 G	MB230LT	VAN HOOL ALIZEE SH	53R + TOILET
1990 G	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET
1989 G	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET
1989 F	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET
1989 F	SB3000DKV	VAN HOOL ALIZEE DH	51R + TOILET
1989 F	MB230LT	PLAXTON 3500"	53R
1989 F	MB230LB	PLAXTON 3500"	51R + TOILET
1989 F	MB230LB	PLAXTON 3500"	53R
1988 E	MB230LT	PLAXTON 3500	53R + TOILET
1988 E	SB3000DKV	VAN HOOL ALIZEE SH	49R + TOILET
1988 E	SB3000DKV	VAN HOOL ALIZEE DH	51R + TOILET
1988 E	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET
1988 E	SB2305DHS	DUPLE 340SL	57R
1988 E	SB2305DHTD	DUPLE 320SL	57R
1988 E	MB230LT	VAN HOOL ALIZEE SH	53R + TOILET
1988 E	MB230LB	VAN HOOL ALIZEE SH	53R + TOILET
1988 E	MB230LB	VAN HOOL ALIZEE H	51R + TOILET
1988 E	MB230LB	PLAXTON 3500"	53R
1988 F	MB230LB	PLAXTON 3500"	51R + TOILET
1987 E	MB230DKFL	PLAXTON 3500	55R
1987 D	MB230DKFL	VAN HOOL ALIZEE H	55R
1987 D	SB2305DHTD	PLAXTON 3200	57
1987 D	MB230DKFL	VAN HOOL ALIZEE H	51R + TOILET

Hughes DAF HIRE

SHORT OF VEHICLES FOR PEAK PERIODS?

WHY NOT HIRE COACHES LIKE THIS BY THE DAY, WEEK, MONTH OR YEAR?

• UNDER YOUR CONTROL •

• WITH YOUR DRIVERS •

• WITH YOUR QUALITY OF SERVICE •

Hughes DAF

VISIT OUR SHOWROOM

Lodge Garage, Whitehall Road West, Cleckheaton, West Yorkshire, BD19 4BJ.

FOR FULL DETAILS TELEPHONE: *0274 681144*

QUALITY USED COACHES

1989 F	DAF SB2305DHTD	PLAXTON 3200 DH	57
1987 D	DAF SB2305 DHTD	PLAXTON 3200 DH	53R
1986 D	SB2305DHTD	PLAX 3200 LOW DRIVER	55F
1986 C	MB230DKVL	DUPLE 340 SLX	52R + TOILET
1983 PP	MB200DKFL	JONCKHEERE P50	49R/T
1983 A	MB200DKL	MOSELEY ALPHA	53R
1983 Y	MB200DKTL	ALPHA	53R
1989 F	VOLVO B10M	JONCKHEERE DEAUVILLE	49R + TOILET + AIR COND
1987 D	VOLVO B10M	PLAXTON 3500	51R + TOILET
1983 PP	VOLVO B10M	PLAXTON 3500	36R
1981 W	VOLVO B58	DUPLE DOMINANT II	57
1978 S	VOLVO B58	CAETANO	53
1985 B	BEDFORD YMP	PLAXTON 3200	
1980 V	BEDFORD PJK	PLAXTON SUPREME	29
1977 S	BEDFORD YLQ	DUPLE DOMINANT II	45
1984 A	LEYLAND TIGER 245	LAG GALAXY	49R + TOILET
1978 S	LEYLAND LEOPARD	DUPLE DOMINANT II	53
1985 C	BOVA FUTURA	49R/T + AIR COND	

PLAXTON Duple PARTS & SERVICE | IKARUS PARTS & SERVICE | DAF PARTS & SERVICE | VANHOOL PARTS & SERVICE | OPTARE BUS MANUFACTURER PARTS & SERVICE